

# FOREIGN TRADE

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**COVER SUBJECT**—Canadian flour being discharged from the Canadian Pacific liner *Beaverdell*, in the Royal Victoria Dock, London. Shipments of flour from this country to the United Kingdom during the first nine months of the current calendar year totalled 6,367,758 barrels, valued at \$53,406,039, which compares with 5,829,725 barrels, valued at \$46,431,464 during the corresponding period last year.

*Photo by Port of London Authority*

# Canadian Imports Establish New Record of Two Billion Dollars

*Value of purchases in ten months exceeds highest figure for twelve—Seventy-seven per cent made in United States and seven per cent in Great Britain—Unfavourable balance of trade recorded in October—Duty collected in ten months \$270,300,000, a new record.*

CANADIAN imports for the first ten months of the current calendar year were valued at \$2,150,700,000, which figure is slightly larger than that for the twelve months of 1946, total imports in that year being valued at \$1,927,300,000. This is the first time that the value of imports in any one year has exceeded two billion dollars. Purchases from the United States represented 77 per cent of the total, imports from Great Britain represented 7 per cent of the total, and commodities obtained from twenty Latin American countries contributed 6 per cent of the total.

Imports during the month of October were valued at \$254,500,000, which is the highest figure for any month on record. Purchases from the United States rose to a new peak, at \$190,438,000, while imports from the United Kingdom increased to \$18,269,000, the highest figure this year, as indicated in the following table:

## Imports from Great Britain and United States

	Great Britain	United States
	(Thousands of dollars)	
January .....	14,257	136,448
February .....	10,515	138,429
March .....	13,826	165,116
April .....	12,750	182,139
May .....	15,170	184,140
June .....	18,118	174,669
July .....	17,711	168,884
August .....	15,098	155,350
September .....	15,557	163,026
October .....	18,269	190,438

Although the overall balance of trade for the first ten months of this year amounts to \$134,200,000, in favour of Canada, it is noted that the value of imports in October was \$3,700,000 in excess of the value of domestic exports. With the value of foreign exports added, the unfavourable balance of trade for October is reduced to only \$800,000. As there was a much larger unfavourable balance in April, this should not be considered as unduly significant. As a result of the imposition on November 18, 1947, of import controls, special interest may be attached to the above table, indicating as it does the trend since the beginning of this year, the United States and Great Britain being Canada's principal sources of supply. It is not expected that the new restrictions will influence materially the import figures for November. The effect should become apparent during the early part of next year.

## Each of Main Commodity Groups Shows Gain

Increases are recorded by each of the main commodity groups, as indicated in the following table, both for the ten months ended October, and in that month. Major gains are recorded by grains, sugar, tea, vegetable oils, hides and skins, leather, animal oils, fats and greases; raw cotton, cotton products, flax, hemp and jute, wool products, artificial silk and

products, wood, both manufactured and unmanufactured; paper, iron ore, rolling mill products, pipes, tubes and fittings, farm implements and machinery, household machinery, business printing machinery, other non-farm machinery, automobile parts, vehicles mainly of iron, engines and boilers, cooking and heating apparatus, aluminum and products, brass, copper and products, electrical apparatus, other non-ferrous products, coal, glass and glassware, crude petroleum, petroleum products, drugs and medicines, paints and varnishes, toys and sporting goods, refrigerators and parts, works of art, and parcels of small value.

### Canadian Imports, by Main Groups

Main Groups	October			January-October		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
Agricultural, Vegetable Products.....	12.2	26.2	41.3	104.1	247.4	292.7
Animals and Animal Products.....	2.1	5.6	8.4	21.2	51.6	74.1
Fibres, Textiles and Products.....	8.5	24.2	32.6	74.0	201.8	330.6
Wood, Wood Products and Paper.....	3.0	6.5	8.3	26.8	56.3	76.5
Iron and Products.....	12.6	50.2	74.0	137.5	390.5	638.0
Non-Ferrous Metals and Products.....	3.5	13.9	15.6	32.8	96.4	135.7
Non-Metalic Minerals, Products.....	12.2	37.9	49.3	102.3	270.0	371.3
Chemicals and Allied Products.....	4.4	8.0	9.9	28.8	76.3	94.8
Miscellaneous Commodities.....	5.5	13.8	15.0	42.3	156.8	137.0
<b>TOTAL IMPORTS FOR CONSUMPTION.</b>	<b>63.9</b>	<b>186.4</b>	<b>254.5</b>	<b>569.9</b>	<b>1,547.2</b>	<b>2,150.7</b>

Among the items classed as miscellaneous are "Canadian Goods Returned", representing mainly war materials brought back from the United Kingdom, and valued at \$67,100,000 in 1946, compared with \$6,200,000 in the corresponding period this year. If these figures were disregarded, total imports for the ten months of 1947 would amount to \$2,144,500,000 in value, compared with \$1,860,200,000 for the corresponding period last year.

Duty collected during October reached a new high figure, amounting to \$30,700,000, which brings the total for the period under review (January-October) to \$270,300,000, which is higher than for any previous calendar year.

## Monthly Summary of Foreign Trade

### Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	44.6	49.7	142.1	127.3	126.4	129.7	140.3	173.8
February.....	42.9	47.0	119.6	114.4	138.4	112.4	117.0	177.1
March.....	59.1	65.1	144.9	146.1	150.8	132.5	139.9	208.9
April.....	45.3	48.9	142.1	150.7	137.5	133.8	160.8	225.6
May.....	66.1	67.1	147.5	154.4	159.0	143.8	164.2	240.3
June.....	60.5	58.9	146.5	146.8	152.5	146.5	157.7	231.1
July.....	57.6	55.8	139.3	150.9	148.5	138.7	161.6	226.8
August.....	57.9	57.0	131.9	149.1	157.3	128.1	103.2	204.6
September.....	59.6	56.4	126.3	137.3	159.7	122.3	156.1	208.1
October.....	68.6	63.9	140.2	162.9	160.1	134.4	186.4	254.5
November.....	70.1	63.3	126.2	160.3	141.6	142.4	198.2	.....
December.....	52.2	44.3	137.6	134.9	127.2	121.2	181.9	.....
<b>Total.....</b>	<b>684.6</b>	<b>677.5</b>	<b>1,644.2</b>	<b>1,735.1</b>	<b>1,758.9</b>	<b>1,585.8</b>	<b>1,927.3</b>	<b>2,150.7</b>

### Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
(Millions of Dollars)								
January.....	62.8	70.3	150.5	177.3	242.0	230.5	189.1	208.6
February.....	57.4	59.6	166.5	167.7	227.2	236.4	153.1	179.5
March.....	71.1	73.3	175.5	205.2	282.7	301.2	178.4	209.0
April.....	48.5	50.9	168.3	227.7	282.9	312.3	178.5	190.9
May.....	75.6	67.0	234.2	250.6	368.4	315.2	197.0	267.8
June.....	73.3	66.0	203.0	249.2	343.2	322.8	166.7	272.7
July.....	74.4	66.2	197.3	303.6	278.7	282.7	188.7	236.6
August.....	77.1	69.1	176.5	292.9	257.0	295.0	242.7	221.3
September.....	76.8	72.2	206.1	244.9	264.6	220.8	169.8	218.6
October.....	91.3	88.2	211.0	259.8	314.0	227.9	204.2	250.8
November.....	95.0	86.0	204.8	289.9	312.5	238.6	232.2	.....
December.....	81.3	68.9	269.2	302.6	266.9	234.8	211.9	.....
Total.....	884.5	837.6	2,363.8	2,971.5	3,440.0	3,218.3	2,312.2	2,255.6

### 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	466.4
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	508.2
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	4,435.6

### 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	+ 48.7
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	+ 460.2

### 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-	0.8
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+	134.2

### 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-	86.2
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-	804.4

## Canadian Imports, by Areas

Country	October			January-October		
	1938	1946	1947	1938	1946	1947
(Millions of Dollars)						
BRITISH COUNTRIES						
* United Kingdom and Europe.....	11.6	15.7	18.3	101.3	175.0	151.4
America.....	2.5	5.0	5.3	19.7	36.2	36.0
Africa.....	0.3	1.3	2.1	3.4	18.4	17.3
Asia.....	2.5	4.8	7.5	19.2	32.1	57.5
Oceania.....	1.8	4.0	2.1	13.2	28.8	24.3
Total British Countries.....	18.7	30.7	35.3	156.9	290.5	286.5
FOREIGN COUNTRIES						
United States and Possessions.....	38.5	140.5	190.6	358.1	1,111.0	1,060.0
Latin America.....	1.8	10.1	21.3	13.8	102.7	133.4
Europe.....	4.0	3.7	5.4	32.6	31.4	49.3
Other Foreign.....	0.9	1.3	2.0	8.5	11.7	21.5
Total Foreign Countries.....	45.2	155.7	219.2	413.0	1,256.7	1,864.2
TOTAL IMPORTS FOR CONSUMPTION..	63.9	186.4	254.5	569.9	1,547.2	2,150.7
* Includes Canadian Goods returned, mainly military equipment.....	.....	.....	.....	0.5	59.9	0.8

### Canadian Imports, by Countries

Country	October			January-October		
	1938	1946	1947	1938	1946	1947
<b>BRITISH COUNTRIES</b>						
(Thousands of Dollars)						
<b>Europe:</b>						
*United Kingdom.....	11,589	15,626	18,269	101,233	174,911	151,269
Eire.....	6	23	2	23	53	72
Gibraltar.....						
Malta.....		15		1	56	12
<b>Total Europe.....</b>	<b>11,595</b>	<b>15,664</b>	<b>18,271</b>	<b>101,257</b>	<b>175,020</b>	<b>151,353</b>
<b>America:</b>						
Newfoundland.....	238	1,715	1,571	1,932	7,869	8,391
Bermuda.....	4	27	4	64	100	44
Barbados.....	560	315	932	1,767	4,619	7,402
Jamaica.....	497	295	203	5,722	9,247	5,169
Trinidad and Tobago.....	84	897	468	2,204	3,375	5,074
Bahamas.....			61			495
Leeward and Windward Islands.....	58	53	12	2,140	550	160
British Honduras.....	12	34	2	66	961	509
British Guiana.....	1,036	1,671	2,009	5,840	9,442	8,789
Falkland Islands.....						
<b>Total America.....</b>	<b>2,489</b>	<b>5,007</b>	<b>5,262</b>	<b>19,735</b>	<b>36,163</b>	<b>36,033</b>
<b>Africa:</b>						
Northern Rhodesia.....			1			21
Union of South Africa.....	197	362	737	855	6,949	2,995
Other British South Africa.....						
Southern Rhodesia.....		10	16	2	72	161
Gambia.....						
Gold Coast.....	32	162	641	628	3,313	6,336
Nigeria.....		1	40	362	4,767	2,147
Sierra Leone.....				11		16
Other British West Africa.....						
British Sudan.....	3	6	5	24	39	20
British East Africa.....	107	775	696	1,540	3,273	5,557
<b>Total Africa.....</b>	<b>339</b>	<b>1,316</b>	<b>2,136</b>	<b>3,422</b>	<b>18,413</b>	<b>17,253</b>
<b>Asia:</b>						
India.....	866	861	5,219	6,748	22,780	34,024
Burma.....	7			264	1	3
Ceylon.....	357	175	1,589	3,048	2,915	9,371
Aden.....				7		
British Malaya.....	1,186	3,627	609	8,271	5,861	13,322
Other British East Indies.....	12			116		1
Hong Kong.....	62	12	99	644	51	784
Palestine.....	2	77	8	128	451	30
<b>Total Asia.....</b>	<b>2,492</b>	<b>4,752</b>	<b>7,524</b>	<b>19,226</b>	<b>32,059</b>	<b>57,535</b>
<b>Oceania:</b>						
Australia.....	1,448	2,563	1,182	7,214	17,205	12,411
New Zealand.....	305	995	70	4,070	8,537	9,428
Fiji.....	61	407	814	1,945	2,665	2,485
Other Oceania.....				16	420	
<b>Total Oceania.....</b>	<b>1,814</b>	<b>3,965</b>	<b>2,066</b>	<b>13,245</b>	<b>28,827</b>	<b>24,324</b>
<b>TOTAL BRITISH COUNTRIES.....</b>	<b>18,729</b>	<b>30,704</b>	<b>35,259</b>	<b>156,888</b>	<b>290,483</b>	<b>286,499</b>
*Includes Canadian Goods returned, mainly military equipment.....	36	170	17	475	59,941	775

#### DIRECTORY INFORMATION

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

Canadian Imports, by Countries—Continued

Country	October			January-October		
	1938	1946	1947	1938	1946	1947
FOREIGN COUNTRIES						
(Thousands of Dollars)						
<b>United States and Possessions:</b>						
United States.....	38,489	140,448	190,438	357,802	1,110,182	1,658,627
Alaska.....	6	26	93	68	306	590
American Virgin Islands.....		4	2		22	10
Guam.....						
Hawaii.....	16		19	129	307	576
Puerto Rico.....	3	31	24	6	160	176
<b>Total United States and Possessions.....</b>	<b>38,514</b>	<b>140,509</b>	<b>190,576</b>	<b>358,095</b>	<b>1,110,977</b>	<b>1,659,979</b>
<b>Latin America:</b>						
Argentina.....	356	1,000	4,559	1,876	7,254	16,603
Bolivia.....				8	32	8
Brazil.....	61	842	1,883	636	12,466	11,209
Chile.....	61	40	16	134	299	310
Colombia.....	807	870	804	5,740	9,123	7,693
Costa Rica.....	9	1,134	74	69	1,516	577
Cuba.....	45	709	4,253	375	11,481	19,585
Ecuador.....	3	24	22	24	108	155
Guatemala.....		78	774	76	2,773	8,254
Haiti.....		13	26	61	755	193
Honduras.....	14	519	431	37	12,877	6,424
Mexico.....	7	629	2,538	546	12,900	12,995
Nicaragua.....					13	71
Panama.....		1	20	15	13	2,045
Paraguay.....	1		38	56	245	222
Peru.....	240	5	40	2,711	559	344
Salvador.....	3	13	11	15	2,415	1,248
San Domingo.....		1,225	832		6,067	7,128
Uruguay.....	7	39	40	102	490	310
Venezuela.....	175	2,981	4,914	1,326	21,268	38,020
<b>Total Latin America.....</b>	<b>1,789</b>	<b>10,122</b>	<b>21,275</b>	<b>13,807</b>	<b>102,654</b>	<b>133,394</b>
<b>Europe:</b>						
Albania.....				2		
Austria.....			21	83		77
Belgium.....	644	511	937	4,874	3,321	9,096
Bulgaria.....						
Czechoslovakia.....	173	169	335	2,386	473	3,140
Denmark.....	20	13	17	138	60	1,077
Estonia.....	1			18		
Finland.....	6	4	1	58	12	23
France.....	611	261	733	4,928	3,039	7,148
Germany.....	1,049			8,039	11	483
Greece.....	3	14	5	21	58	79
Hungary.....	23		9	141		45
Iceland.....		1	1	1	1	26
Italy.....	271	408	378	1,992	1,746	3,157
Latvia.....	1			11		
Lithuania.....						
Netherlands.....	366	672	546	2,939	2,125	3,057
Norway.....	125	41	79	606	796	4,848
Poland.....	25			200		3
Portugal.....	24	185	233	212	1,849	1,136
Azores and Madeira.....	15	29	33	139	149	596
Roumania.....	3			24		1
Soviet Union.....	6	5	120	251	1,510	177
Spain.....	55	335	262	657	3,975	2,441
Sweden.....	149	237	358	1,841	3,070	2,470
Switzerland.....	385	857	1,280	3,006	9,203	10,196
Yugoslavia.....	20			40	2	22
<b>Total Europe.....</b>	<b>3,975</b>	<b>3,742</b>	<b>5,354</b>	<b>32,607</b>	<b>31,400</b>	<b>49,298</b>
<b>Other Foreign Countries:</b>						
Abyssinia.....				2	1	9
Afghanistan.....		15			1,587	
Belgian Congo.....				1	572	587
China.....	196	15	129	2,041	1,965	2,167
Greenland.....	4			512	271	167

**Canadian Imports, by Countries—Concluded**

Country	October			January-October		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
<b>Other Foreign Countries—Con.</b>						
Egypt.....	18	28	5	419	205	204
French Africa.....	2	37	2	56	353	252
French East Indies.....	52			210		1
French Guiana.....						
French Oceania.....				1	22	3
French West Indies.....				1	3	19
Madagascar.....	1		3	34	94	18
St. Pierre and Miquelon.....		2		9	6	10
Iraq.....	5	1	6	83	1,157	829
Tripoli.....						
Other Italian Africa.....					4	
Japan.....	368		21	3,829	3	130
Korea.....				1		
Liberia.....				21	60	18
Morocco.....	14			66	18	35
Netherlands East Indies.....	135	9	5	569	38	138
Netherlands Guiana.....			249			376
Netherlands West Indies.....		325	857		2,521	5,988
Iran.....	14	4	15	57	261	298
Philippine Islands.....	25	848	609	357	1,266	7,600
Portuguese Africa.....	1		35	1	510	367
Portuguese Asia.....				1		
Siam.....				10	3	27
Canary Islands.....	1			12		2
Spanish Africa.....						
Syria.....	2	3	3	11	32	23
Turkey.....	65	30	58	157	736	2,429
<b>Total Other Foreign.....</b>	<b>903</b>	<b>1,317</b>	<b>1,997</b>	<b>8,461</b>	<b>11,688</b>	<b>21,530</b>
<b>TOTAL FOREIGN COUNTRIES.....</b>	<b>45,180</b>	<b>155,688</b>	<b>219,204</b>	<b>412,974</b>	<b>1,256,720</b>	<b>1,864,195</b>
<b>TOTAL IMPORTS.....</b>	<b>63,909</b>	<b>186,393</b>	<b>254,463</b>	<b>569,862</b>	<b>1,547,203</b>	<b>2,150,694</b>

**United Kingdom and Sweden Sign Financial Agreement**

London, November 27, 1947.—(FTS)—A supplementary agreement has been concluded between the United Kingdom and Sweden revising the Anglo-Swedish Payments Agreement. This action was made necessary by the suspension of convertibility by the United Kingdom. The new arrangements provide that the central bank in each country shall be ready to hold the other's currency up to a limit of £8 millions, after which settlement must be in gold. The limit is to apply on the first of May. This means that until that date the United Kingdom will not have to pay in gold for sterling in excess of that value accumulated by Sweden.

The Swedish Government have agreed to relax the import restrictions on a number of United Kingdom products with the object of restoring the balance of trade as far as possible by May 1. Thereafter it is hoped to build up trade to a level of about £50 millions a year in each country.

As regards Swedish products, the export of timber, pulp, paper, iron ore, etc., will be facilitated and United Kingdom products expected to benefit include textiles, iron and steel and chemicals. The new agreement is generally welcomed as an effort to revive Anglo-Swedish trade which was rapidly declining.

# Foodstuffs Allocated to Newfoundland Following Conference Held in Ottawa

*Contingent on ability of Canada to furnish supplies, exports during coming year expected to be somewhat higher—Annual program prepared since 1943, and requirements based on imports in 1941-1942.*

By J. C. Britton, Commercial Secretary for Canada

(Editor's Note—Mr. J. C. Britton accompanied the Newfoundland delegation to Ottawa for the meetings on November 25 and 26, assisted materially in the preparation of a food program for 1948.)

**S**T. JOHN'S, December 1, 1947—Food allocations, made by Canada to Newfoundland for the coming year, are somewhat higher than those authorized in 1947. In submitting the requirements of this country, delegates to the recent food conference in Ottawa took into consideration the increased demand for supplies from many sections of Newfoundland. As prices for many commodities have risen, the demand may decline. However, contingent on the ability of Canada to furnish the foodstuffs required, it is expected that exports to this country will be slightly higher than in 1947. This applies more particularly to fresh beef and veal, pickled beef and pork, fresh pork, ham, bacon, butter and cheese. The allocations of flour, animal feeds and oils for the manufacture of margarine will be approximately the same as in 1947.

The delegation, which was in Ottawa last week, was headed by the Hon. J. S. McNeill, Commissioner for Supply; M. J. Ryan, Acting Secretary for Supply; D. J. Gillis, Director of Agriculture; L. H. M. Ayre and Edgar Miller, representing the Newfoundland Board of Trade. Chairman of the conference was H. A. Gilbert, Chief of the Foods Section, Export Division, Foreign Trade Service. Other officials from the Department of Trade and Commerce were: G. F. Clingan, D. G. W. Douglas, K. L. Melvin and G. A. Newman, Acting Director of the Export Division during the absence, in Cuba, of W. F. Bull. Officials of the Department of Agriculture were: L. W. Pearsall, P. E. Light, H. A. Derby, and W. R. White, while G. F. Houston represented the Wartime Prices and Trade Board.

## Flour Allocation Slightly Higher Than Average

It was recommended that 380,000 barrels of wheat flour be allocated by the Canadian Wheat Board for shipment to Newfoundland during the coming year. Although this amount is somewhat lower than was requested, it is slightly higher than the average for the past four years. It is expected that soft wheat flour requirements will be obtained from the United States, as this particular type is in very short supply in Canada.

Food requirements of Newfoundland were initiated by Canada and the United States under program in 1943. Quantities were calculated on the basis of imports in the calendar years 1941-1942, with a percentage increase to provide for the improved economic conditions prevailing in this country, and the influx of personnel in the armed forces during the war. The Government of Newfoundland has submitted estimates of annual requirements to Canada since 1943, and the allocations were raised or lowered in accordance with the supply position for each commodity concerned and the essential needs of this country. Programs were prepared during the war for textiles, lumber, leather, iron and steel products and a wide variety of other commodities, in addition to foodstuffs.

The Newfoundland Government distributed available supplies to importers on the basis of imports in the basic years 1941-1942, and issued essentiality certificates that had to be forwarded to suppliers in Canada and the United States. These certificates have to accompany any export permit application for those commodities allocated in the food program. The system has worked reasonably well, and Newfoundland did not experience any serious or prolonged shortages. In fact, it was possible for consumers to purchase many scarce foodstuffs that were not freely available in Canada or the United States throughout the war. Programming now covers only a few vital foodstuffs, as export controls have been removed on many commodities in the supplying countries.

## Iceland Forced to Strengthen Her Control Over Foreign Exchange

*Accumulations of both sterling and dollar surpluses built up by brisk export trade and occupation force maintenance costs during war years—Exchange situation has deteriorated since 1946—Economy, based on herring and cod fishing, suffered setbacks due to poor catches.*

By G. F. G. Hughes, Acting Canadian Trade Commissioner

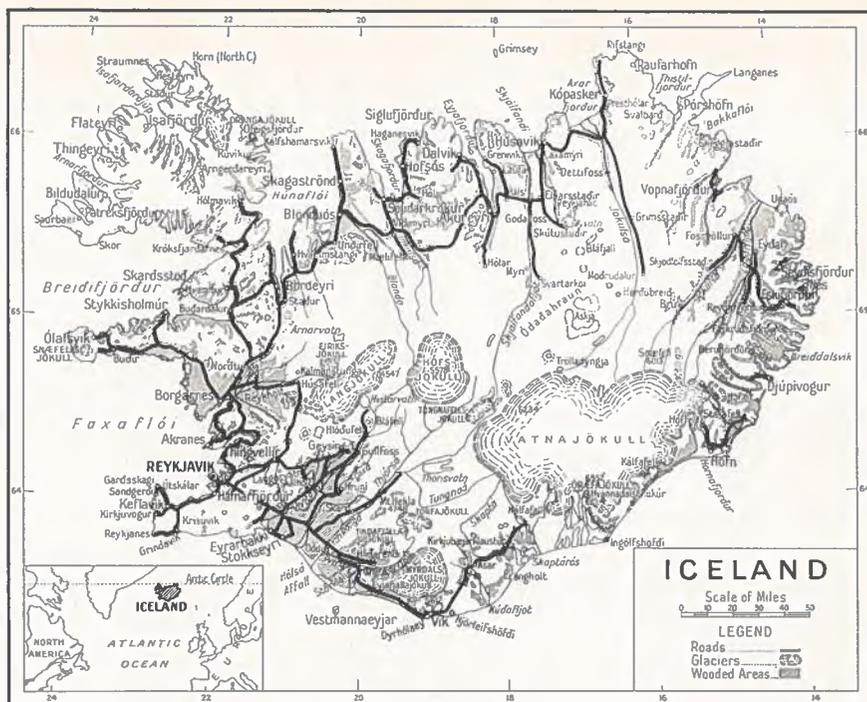
(Editor's Note—This report, written in Glasgow, is based on information obtained by Mr. Hughes from Iceland, officials of that country and bankers familiar with Iceland. One krona equals \$0.1541 Canadian.)

GLASGOW, November 14, 1947.—Notwithstanding Iceland's favourable balance of payments position immediately following the war, she is now faced with many of the foreign exchange problems which presently hamper the free interchange of goods between so many countries. Since the beginning of the year, there has been a gradual but definite process of "tightening-up" on the granting of import licences, and increased difficulty in making available foreign exchange to effect payment for imported goods. One of the principal factors forcing this restrictive action by the Trade Department was the liberal manner in which import licences were issued following the war period. The foreign exchange thereby required was accumulated as a result of a brisk export trade during the war years. Large exports of fish at increasingly higher prices, coupled with occupation force maintenance costs, resulted in accumulations of both sterling and dollar surpluses.

The situation deteriorated during 1946, and more importance was attached to the essentiality of a good herring catch in 1947. The herring industry, along with cod fishing, form the basis of the economy of Iceland. Although there were a few indications that the herring were going to "run" in August, the beginning of the season, they proved false, and this year's catch has been disappointingly low, as in 1946.

### Close Screening of Applications for Import Licences Instituted

The government has accordingly been forced to institute a very close screening of all applications for import licences. Licences are issued only for goods absolutely essential to Icelandic economy, such as food, certain raw materials, fishing gear, etc. In the first four or five months of the current year, a foreign exporter, dealing with an importer in Iceland,



Map by Canadian Geographical Society

could be fairly certain that once an import licence had been granted there would be no difficulty experienced by the Icelandic importer in obtaining the necessary foreign exchange to effect payment.

The situation has worsened since then, and it can no longer be taken as automatic that because an import licence is granted a currency release will be authorized. The suggestion is made to Canadian exporters that, in addition to being supplied with the import licence official number they, and incidentally Icelandic importers, will be saved trouble and embarrassment if the method of payment adopted is confirmed by irrevocable letter of credit prior to shipment. Reliable information indicates the unlikelihood of expired licences being revalidated.

#### New Licencing and Financial Committee Formed as Co-ordinating Body

To put an end to the anomalous and unworkable situation of payment being held up, even when an import licence was granted for a shipment, a new licencing and financial committee, called "Fjarhagsrad", will be responsible for co-ordinating the availability of foreign exchange with the issue of import licences. The issue of import and currency licences will in future depend on the currency earned by exports.

Although exports are presently running at less than half the value of imports, it is hoped that the unfavourable balance will be gradually closed when the results are felt from a greatly augmented fishing fleet and by adopting measures of the strictest economy meanwhile. Thirty modern trawlers have been ordered in British yards, of which at least twelve have been delivered. Two passenger-cargo ships for the coastal trade are on order, and a dredging vessel has been shipped and is now in operation.

### **Imports Substantially Increased in Past Year**

Total imports for the seven months ending last July were valued at Kr.277,526,000, as compared with Kr.220,607,000 for the corresponding period of 1946. In first place stands the United Kingdom, as a supplier of goods valued at Kr.103,171,000. Imports from the United States for the seven months were valued at Kr.71,520,000. Denmark comes third with about Kr.19,500,000, and Sweden fourth with over Kr.16,000,000. Canada is in fifth position, having supplied goods to the value of Kr.13,-693,000. Next in order of value come Czechoslovakia, Italy, France, Belgium and the Netherlands with about Kr.4,500,000.

Although there has been an increase in imports from Canada of some Kr.2,000,000 over the corresponding period in 1946, the general tendency has been for imports from "hard-currency" countries to remain more or less unchanged, while those from the "soft-currency" countries, notably Great Britain, have increased considerably. Imports from the United Kingdom have increased 30 per cent over the corresponding seven-month period last year.

### **Volume of Exports Reduced**

Total value of exports for the first seven months of 1947 stand at about Kr.110,372,000, as compared with Kr.149,201,000 for the same months of 1946. The principal exports recorded in the "Statistical Bulletin", in order of value, are: Fresh fish (on ice and frozen); salted fish, uncured; cod liver oil; and herring and fish meal. Fresh fish exports were valued at Kr.50,320,000 for the seven months up to and including July, which compares in value to Kr.63,472,000 for the same period of 1946, although the volume was less than 60 per cent of that of 1946. Salt fish exports were double those of 1946, at Kr.18,792,000, and cod liver oil exports amounted to Kr.11,061,000, about half those of 1946.

Smaller amounts of other fish products, such as roes, herring oil and clipfish, were exported, as well as other products, such as frozen mutton, wool, sheepskins and furs.

Great Britain continues to be Iceland's best customer, having bought goods to the value of over Kr.40,000,000. This compares unfavourably with the same period of 1946, when almost Kr.73,000,000 was the value of exports to the United Kingdom. The value of United States purchases for the first seven months fell from Kr.25,000,000 in 1946 to a little over Kr.9,000,000 in 1947. Other principal markets are: Czechoslovakia, France, Italy and Sweden. Canada's purchases for the 1947 period were valued at only Kr.4,000.

### **Trade Agreement With Russia Reported**

Towards the end of June, it was reported that a trade agreement had been negotiated with Russia, whereby Iceland would supply the U.S.S.R. with considerable quantities of various commodities, principally herring meal, herring oil and frozen fish. In return, Russia would provide chiefly timber, coal and salt for 50 per cent of the value of goods received and United States dollars for the other 50 per cent. It is understood that the poor herring catch has delayed deliveries of the fish and fish products. Shipments have been made in both directions, however, and it is understood that timber delivered is from Finland and the coal from Poland.

The principal demand in Iceland for timber is in sizes described as deals, boards and battens. During the war, a valuable Canadian export business was done in timber and its products with Icelandic importers,

principally from the Maritimes. Since 1945, there has been a marked decline in this trade, the reasons being linked to the foreign exchange problem. On the basis of the recently reported policy of import and currency licences, issued against currency earned by exports, lumber exporters will appreciate the type of barter agreement concluded with Russia.

Based on an index of 100 for January to March, 1939, the cost of living index for all items was 312 for August, compared with 296 for the same month last year. The index for food only was 356, compared with 363 for August, 1946. The peak month was February, 1947, when the index for all items was 316, for food alone it was 394.

## Norwegian Shipowners Again Take Lead Despite Large War Losses

*Merchant fleet numbers 1,630 vessels exceeding 100 gross tons, which aggregate 3,272,530 gross tons—Total of 253 ships on order in foreign yards at end of 1946—Government assists in purchase of ships—World tonnage larger than prewar, but efficiency greatly reduced.*

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

(Editor's Note—This is the third in a series of articles on economic conditions in Norway, prepared by Mr. MacDonald for *Foreign Trade*. The first two appeared in the November 1st and November 15th issues.)

(One Norwegian krone equals \$0.2025 Canadian)

**O**SLO, October 14, 1947.—Norway sustained a loss during the war of 661 ships, representing 2,351,000 gross tons. This is forty-nine per cent of the Norwegian merchant fleet of 4,800,000 gross tons on September 1, 1939. Of these losses, 44 ships of 106,000 gross tons were sunk before the German invasion of Norway on April 9, 1940. It is estimated that over four thousand seamen lost their lives as a result of these casualties. If normal shipwrecks, sales to foreign countries, purchases and building operations during the war are taken into consideration, the net reduction of the merchant fleet would be 2,100,000 gross tons, or only forty-four per cent. At the end of the war, the merchant vessels still afloat represented about 2,727,000 gross tons.

Additions to the overseas fleet during the war amounted to nineteen ships of 125,000 gross tons, which the Norwegian Government purchased from Great Britain as Norway's share of the British replacement program of 1941. Of these, thirteen were new ships built during the war, while six were United States tramps that the government was obliged to take over in order to procure new ones. Later in the war, three of the new ships and four of the old vessels were lost. It was not possible to purchase ships from the United States during the war, but the government was enabled to charter twenty-four, two of which were lost. These vessels sailed under the Norwegian flag and with Norwegian crews, but they are not included in merchant fleet statistics.

### Shipowners Lead in Reconstruction of Norway

Although the country suffered a staggering blow to a basic industry by its losses sustained during the war, Norwegian shipowners are once again taking the lead in developing and maintaining the standard of

living of this country, which in prewar years was of a high character. Once more, Norwegians are true to their environment. In exploiting the sea as their natural heritage, they show the acumen, skill and judgment of a people with more than 1,500 years of experience.

After the liberation and up to the end of 1945, the merchant fleet was considerably increased, from 2,727,000 gross tons on May 8, 1945, to 2,980,000 gross tons on December 31, 1945. This increase was mainly due to the delivery of 26 new motor ships, with a total gross tonnage of 200,000, ordered from Swedish shipyards before the war. Seventeen were tankers, totalling 143,000 gross tons. There were also purchased from Sweden one motor ship of 5,300 gross tons, built in 1941, and five older passenger ships for the coasting trade. From British shipyards there were delivered one floating whaling factory of 13,800 gross tons and two whaleboats. As a result of negotiations with allied authorities regarding the taking over of German ships in compensation for Norwegian losses during the war, Norway obtained the temporary use of 26 German ships, totalling 40,000 gross tons, in the autumn of 1945.

Additions to the merchant fleet in 1946 were still larger than in the previous year, but they consisted mostly of older ships purchased abroad. This will be seen in the following table, taken from the Norwegian *Veritas*, covering the period from January to November, 1946. Numbers represent ships of more than 100 tons gross.

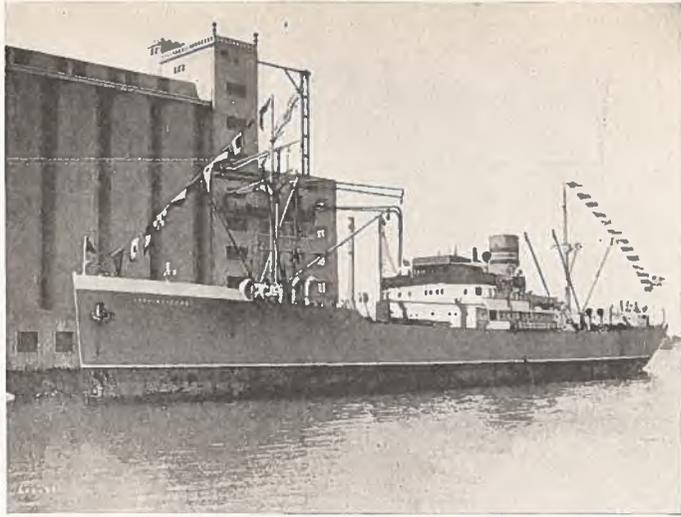
#### Size of Norwegian Merchant Fleet

	Number	Gross tons
Size of fleet on January 1, 1946 .....	1,464	2,979,850
Increase January-November, 1946:		
Built in Norway .....	33	22,660
Built abroad .....	5	17,100
Purchased abroad .....	190	361,060
Total increase .....	228	400,820
Decrease January-November, 1946:		
Shipwrecked .....	12	15,510
Sold abroad .....	50	92,630
Total decrease .....	62	108,140
Net increase January-November, 1946 .....	166	292,680
Size of fleet on December 1, 1946 .....	1,630	3,272,530

In the above table, purchases from abroad included ten Liberty ships and nine C1 ships, totalling 118,800 gross tons, all purchased from the United States. Seven Victory tankers, of 70,000 gross tons, purchased from Canada, as well as German ships allocated to Norway. Norway's total share of the German compensation ships amounted to 42, of 50,000 gross tons. Of Norway's total tonnage on December 1, 1946, it is of particular interest to note that about 1,430,000 gross tons consisted of tankers. The total increase in the merchant fleet from the date of liberation to December, 1946, amounted to 540,000 gross tons.

#### Shipowners Embark on Building Program

Contracts for the building of new ships were made as early as 1944, but it was only after the liberation that Norwegian shipowners went in for a building program on a large scale. This will ensure a considerable increase from year to year up to 1950-51. Eight months after liberation, the shipowners had, with government assistance, contracted for 233 new ships of 1,000,000 gross tons, of which 133 ships, of 800,000 gross tons, were to be built abroad. Building contracts continued to be made throughout 1946. The following table shows the number of Norwegian ships contracted for abroad by December 15, 1946:



Norway—Canadian grain being unloaded at Stavanger. This is typical of the trim ships operated by some Norwegian shipowners.

#### Source of New Tonnage

	Number	Deadweight tons
Sweden .....	129	1,305,000
Denmark .....	16	135,000
Great Britain .....	80	459,000
Netherlands .....	10	64,000
Italy .....	18	70,000
Total .....	253	2,033,000

The total deadweight tonnage of 2,033,000 is estimated to equal about 1,350,000 gross tons, and as the contracts made with Norwegian shipyards during the same period totalled 154 ships with a gross tonnage of 213,000, the total contracts amounted to approximately 1,550,000 gross tons as of December 15, 1946.

#### Government Assists Purchase of Ships

In addition to the shipbuilding program, it was decided at the turn of the year to purchase a large number of American ships built during the war, many of which were placed under the Norwegian flag in 1947. Besides the ten Liberty ships and the nine C1 cargo ships already purchased, the Government arranged for the purchase of another eight C1 cargo ships and three smaller cargo vessels of the C1-M-AV1 type. The question of the purchase by the government of four to five cargo ships of the C1-B type has been much under discussion. The financing for the purchase of these sixteen ships, together with the above-mentioned ten Liberty ships and four of the nine C1 ships, is by means of the 1946 government grant of \$25,000,000 for the purchase of American ships built during the war. In addition, Norwegian shipowners have been promised by the government foreign exchange for the purchase direct from the United States Maritime Commission of eight T2 tankers, nine C1 ships, eight to ten C1-M-AV1 ships and seven Victory ships. Altogether, these purchases total about fifty ships and 300,000 gross tons. According to the planned purchases and building contracts, the increase in the merchant fleet during the years 1947 to 1950-51 will total about 2,000,000

gross tons, which will bring the tonnage up to the prewar level. The losses sustained during the war will then be replaced by comparatively new and first-class ships. On the other hand, those ships which were still intact after the war will be considerably worn down.

### **Wartime Operations of Shipping**

Apart from ships requisitioned by the Germans during the war, practically the whole of the Norwegian merchant fleet was government-controlled throughout the war. On April 9, 1940, the merchant fleet was divided into two separate entities: (a) ships, which at that time were in Norwegian harbours, of 800,000 gross tons, confined by the Germans within the allied blockade, and (b) approximately 1,050 ships, of 4,065,000 gross tons, which at that time were outside the blockade, and lost all connection with the home country. The Germans requisitioned about half of the tonnage in Norwegian harbours, while the other half was controlled by the Norwegian home authorities through the Shipping Directorate.

On the invasion of Norway, it was considered necessary for the Norwegian Government in London to take over immediately the Norwegian merchant fleet abroad, and command the use of the ships on behalf of the shipowners. All Norwegian ships abroad were requisitioned by the government in order to ensure supplies and support the war operations of Norway and her allies. An administration was formed as the Norwegian Shipping and Trade Mission (Nortraship), with its main office in London, which took over the management of the ships. In the summer of 1940, this organization opened another main office in New York, and subsequently another 51 branch offices in various harbours throughout the world. One of the most important and busy branches was established in Montreal.

### **Postwar Control of Shipping Found Necessary**

At the end of the war in 1945, the government control of the fleet was not immediately abolished, as the allied shipping nations had agreed to continue to co-operate for some time after the war came to an end in Europe. On August 5, 1944, an international shipping pool, the United Maritime Authorities (UMA) had been formed with the object of co-ordinating the available world tonnage during the last phase of the war until the capitulation of Japan, and to ensure supplies to the liberated countries immediately after the war. Norway's participation in UMA necessitated continued government control of the fleet under Nortraship until October 1, 1945, when it was replaced by an arrangement whereby the shipowners themselves co-operated in taking over the obligations of the government towards UMA. This arrangement lasted until March 2, 1946, when the UMA period expired. After this date, the so-called UNRRA period commenced, during which the various shipping nations continued to co-operate, on a voluntary basis, in order to assist distressed countries. This period came to an end on October 31, 1946.

After the UMA control period ended, it had been the intention of Norwegian authorities to abolish all control of shipping. But, as a result of the tonnage shortage, the government was forced at the beginning of 1946 to reintroduce the freight control regulations in effect during the first few months of the war. By means of such control, the tonnage required for the transport of necessities to Norway was made available. During the whole of 1946, there was an enormous demand for tonnage to transport such necessities as coal, grain, cake-meals, salt, etc. This

naturally meant some sacrifice on the part of shipowners, as the freight rates paid for such transportation to Norway were considerably lower than those obtainable on the free market. An arrangement, however, is pending, whereby these shipowners will be compensated for losses sustained as a result of the freight control regulations.

### Efficiency of World Tonnage Greatly Reduced

The dominating feature of the shipping situation after the war has been the enormous demand for tonnage in all markets and for all types of ships, resulting in a definite shortage. During the last few years, the world tonnage has been larger than in 1939, but its efficiency has been greatly reduced as a result of the war, and a large percentage has been constantly being laid up for repairs. Also, loading and unloading difficulties have been experienced in the harbours suffering from war damage. Finally, there has been a tendency towards reduced efficiency on the part of the shipyards. In February, 1946, there were about 170 Norwegian ships, totalling 600,000 gross tons, awaiting repairs in Norwegian or foreign shipyards.

The enormous increase in United States tonnage during the war has had no depressing effect on the freight market, as the demand for tonnage after the war has been insatiable. As a result of her dominating influence on the freight market, the United States has succeeded in maintaining a high level of freight rates subsequent to the UMA period. No official freight indices have as yet been published, but the following quotations, most of which are from the *New York Journal of Commerce*, illustrate the freight levels in recent years, in shillings per ton.

#### Representative Freight Quotations

Cargo	From/To	1938	U.M.A. Rates	M.O.T. Rates	1946, August
Grain/Timber.....	N. Pacific/U.K. ....	24/2	108/6	....	100/-
Grain .....	La Plata/U.K. ....	25/-	82/6	....	81/-
Grain .....	E. Canada/U.K. ....	* 2/11	* 10/3	....	* 12/3
Grain .....	La Plata/S. Africa ..	?	80/-	....	80/-
Coal.....	Durban/Argentina ..	?	57/-	....	57/-
Wood-pulp.....	Sweden, Finland/U.K. .	?	42/-	....	42/3
Oil, pure.....	Aruba, etc./U.K. ....}	14/6	35/6	32/6	32/6
	U.S. Gulf/U.K. ....}		42/-	38/-	38/-

\* Shillings per quarter.

Although freight rates for the above-mentioned trades have trebled or quadrupled since 1938, those for small ships in the North Sea and Baltic trades have increased still more, as a result of the excessive losses sustained by this group of ships during the war. The tankers, which in December, 1946, comprised 44 per cent of the total Norwegian tonnage, have also enjoyed a high freight level since the war, the demand for tanker tonnage having been greater than the supply. After the UMA period, the freight rates were reduced slightly, being replaced by the M.O.T. rates (fixed by the British Ministry of Transport) or the W.S.A. rates (War Shipping Administration). There was also a great deal of interest shown in the time-chartering of tankers in 1946, and these freight rates increased considerably during the year. The Norwegian liner services were maintained as far as prevailing conditions permitted during the war, but great losses were sustained, and several shipowners lost over half their tonnage. After the war, great efforts were made to replace these losses, and by the end of 1946, practically all the prewar liner services were again running normally. In addition, preparations are being made for the opening of new liner services.

### Settlement Reached on Payments for Wartime Utilization

In June, 1946, an agreement was reached between shipowners and the government for the settlement of claims involving the utilization of the merchant fleet during the requisition period, from April 22, 1940, to September 30, 1945. Practically all the shipowners have accepted the last offer of the settlement committee. During the requisition period, Nortraship made a gross profit of 2,346 million kroner, leaving a net profit to the shipowners of 1,217 million kroner after the deduction of taxes and other expenses. There are, as yet, no figures available to show the gross profits of the merchant fleet for the period after September 30, 1945, but it is estimated that the gross profits for the whole period October 1, 1945, to December 31, 1946 (15 months) will be about 1,200 to 1,300 million kroner.

### Running Costs Forty Per Cent Gross Profits

In 1939, it was estimated that about 38 per cent of gross profits was used to cover running expenses abroad. Since that time these expenses have greatly increased. Seamen's wages in 1946 remained at the same high level as during the war, and the price of bunker coal was three times the prewar figure. The prices of diesel oil and fuel oil have also increased, although not to the same extent as coal. It is not estimated, however, that the increase in running expenses exceeds the increase in freight rates, so that the percentage to be deducted from the gross profits for running expenses abroad in 1946 can safely be estimated at 40 per cent. This will then leave a net profit of 750 million kroner for the period October 1, 1945, to December 31, 1946, this sum being of benefit to the country in the form of foreign exchange.

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## Bulk of Record Trinidad Grapefruit Crop Shipped to United Kingdom Last Year

*Production amounted to 270,295 boxes—Largest crop since formation of Co-operative Citrus Growers' Association in 1932—Present crop expected to be 50 per cent higher.*

By A. W. Evans, Assistant Canadian Trade Commissioner

PORT OF SPAIN, November 15, 1947.—Grapefruit production in Trinidad during the past year amounted to 270,295 boxes, which was the largest crop since the Co-operative Citrus Growers Association of Trinidad was formed in 1932. The bulk of the crop was shipped to the United Kingdom. A total of 95,825 crates of grapefruit were shipped as fresh fruit, while a further 130,000 crates left the island in the form of grapefruit juice.

Although domestic demand dropped, no difficulty was encountered, as the British Ministry of Food took the entire surplus. The association, which handles the entire citrus fruit crop, received a price of 15 shillings per case for fresh fruit, and 12s. 6d. per case of twenty-four 20-ounce tins. These prices were f.o.b. Trinidad.

This was the first year in which the fresh fruit was shipped to Great Britain since 1940, and the necessary shipping space was made available by the British Ministry of Food.

Growers encountered some difficulty in getting the fruit picked properly, as it was the first year that it had been picked for shipment



**British West Indies—Picking grapefruit, much of which is shipped to the United Kingdom.**

*Canadian National Railways Photo*

since 1940. During the war, grapefruit was all used for juice, and the entire crop went to Canada. Training will, therefore, be necessary to ensure more efficiency in the handling and grading of the fruit.

Dispelling a statement made in London that grapefruit had been left to rot on the ground in Trinidad, the secretary of the association stated there was no truth in this statement. He said delivery was taken of all the grapefruit obtainable.

This year's crop, it is anticipated, will be approximately 50 per cent higher than last year's record crop. As yet no arrangement has been made with the Ministry of Food, but the growers are hoping for a higher price than last year, especially after learning of the Ministry's recent offer to Palestine.

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#### **Trade Commissioner to Visit Iraq, Iran and Saudi Arabia**

Trade stimulation between Canada and Iran, Iraq and Saudi Arabia is now under consideration, and arrangements are being made for J. M. Boyer, Canadian Trade Commissioner in Cairo, to visit Tehran, in Iran; Baghdad, Basra and Al Kuwait, in Iraq; and Jeddah, the port of Mecca, on the Red Sea. He plans to visit Iran and Iraq in January, and to review the possibilities of trade with Saudi Arabia in February.

Exporters and importers interested in these territories are urged to communicate directly with Mr. Boyer, in Cairo, and to furnish him with all information of a pertinent nature that may assist in the establishment of trade connections.

## British Firms Show Increasing Interest in Possibilities of Canadian Market

*Enquiries received by Liverpool office of Canadian Trade Commissioner Service reflect policy of exporting to "hard-currency" countries—Rapid rise in recent months.*

By D. E. Mundy, Assistant Canadian Trade Commissioner

LIVERPOOL, November 21, 1947.—(FTS)—Some indication of the increasing interest displayed by industry in the North of England, the Midlands and Wales in the development of markets in Canada may be gained from enquiries pouring into the Liverpool office of the Canadian Trade Commissioner Service. These reflect the government drive to increase exports to "hard-currency" areas. For purposes of comparison, a base of 100 is selected to represent the number of enquiries in November and December, 1946. A chart, prepared by this office, indicates that the number rose to 107 last January, fell to 105 in February, rose again to 107 in March, and dropped once more to 102 in April. Thenceforward, the chart has indicated a steady increase to 111 in July, 115 in September and 125 in October. The jump of ten points in the last month is particularly significant.

Most of the enquiries have been received from smaller firms, which require assistance in establishing connections in a new market. Large firms have also displayed interest in Canada. The variety of products involved is very wide, from the transfer of a complete plant and equipment to washers, and from perfume to flame throwers. These enquiries may be roughly grouped; textiles, domestic electric appliances, leather and leather goods, and machinery accounting for nearly one-third of the enquiries. Other groups of importance are: china and glassware, confectionery, toys, hardware, jewellery. With the exception of domestic electric appliances, which are second on the list, this grouping follows the traditional pattern of trade with Canada.

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### Crisis Threatens Mexican Brewing Industry

Mexico City, November 24, 1947.—(FTS)—A recent embargo on shipments of barley malt by the United States has caused a serious situation in the Mexican brewing industry. Mexican beer, due to its high quality, has always required larger quantities of malt than are produced domestically and consequently the brewers have at all times depended on the foreign product.

Persistence by the United States Government in the export ban would undoubtedly mean a great decrease in the production of beer in Mexico and, in certain cases, total suspension of manufacture. In this case, tax collections would decrease materially, as the industry is one of the largest contributors to both federal and state exchequers. The effect would also be felt in bottle and bottle-top factories, as well as those manufacturing boxes and carton cases. It might mean that 20,000 workers would be thrown out of work.

The situation is so serious that the Mexican Ambassador accredited to Washington is negotiating with the United States Government to have this embargo decree suspended and to have export quotas for malt established. There seems to be no doubt that officials of the Mexican Government realize the gravity of the situation and are using all means possible to eliminate partial or total crippling of Mexican breweries.

# South African Economy Continues Period of General Levelling Off

*Purchasing power declined further from June to September—Readjustment trend towards buyers' market conditions may be reaching finality—Some features of South African economy show healthy development of country's resources.*

By S. V. Allen, Commercial Secretary for Canada

CAPE TOWN, October 31, 1947.—Although in some respects the trends of the readjustment period affecting South African business during the first four months of the year were still apparent at the end of August, there are signs of improvement particularly in certain phases of the domestic economy. While it is too soon to judge how far the temporary deflationary trend of the earlier part of the year has been arrested, there are grounds for a cautious belief that general business conditions will not become appreciably worse. However, the period of readjustment, particularly in the distribution trades, is expected to continue into 1948.

Industrial activity has been well maintained at a high level especially in engineering trades, and the employment situation has shown little deterioration except in the furniture, footwear and clothing trades. The official overall index of employment in secondary industries has shown a steady increase during the first six months of this year and at the end of June stood at 1441 for European (white) labour as compared with 1392 for December, 1946, and at 2180 for non-European labour as compared with 2128 at the end of last year (base: 1935 average equals 1000). Building activity has been limited only by labour and material shortages and by a protracted strike in Transvaal cities.

## **Union Continues to attract New Industries and Immigrants**

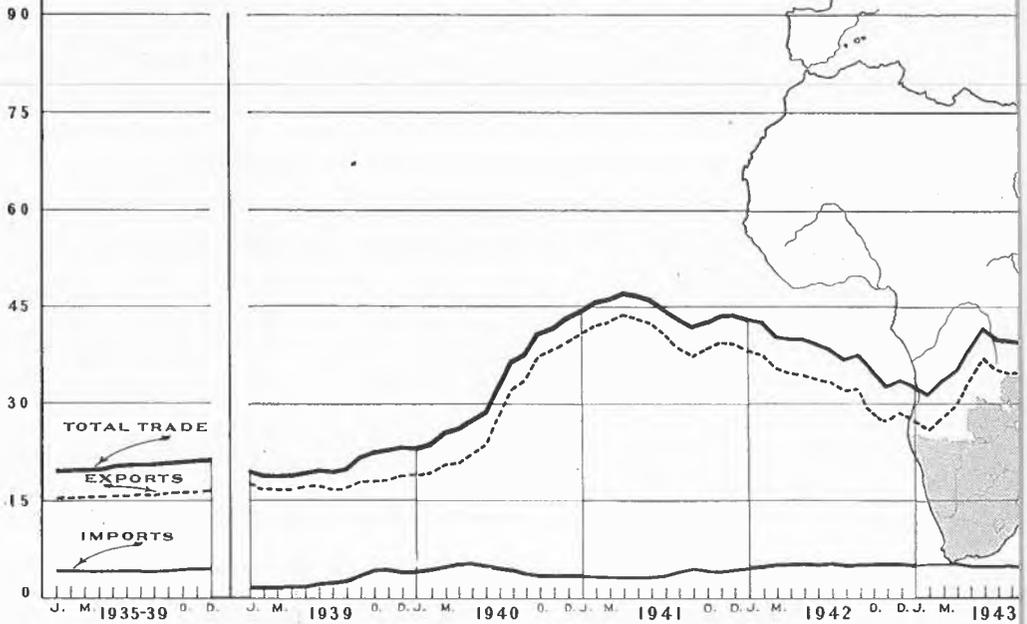
The establishment of new industries and increase of capital in existing concerns during the first seven months of the year showed only a relatively slight proportionate decline from the record levels of 1946. The Union of South Africa continues to attract many United Kingdom and other overseas manufacturers and immigration from the United Kingdom and Europe with special priority for skilled labour required by local industry, will soon reach the rate of approximately 2,000 persons every six weeks.

Although shortages of bags, agricultural implements and fertilizers still adversely affect the farming community, prices received for shipments of wool and fruits overseas and for produce sold domestically have been extremely satisfactory. In spite of the usual extreme droughts in some areas, the overall crop outlook for maize and wheat is better than this time last year.

Bank deposits which reached the peak figure of £350 million in August, 1946, and which dropped to £337 million in March of this year, again increased to £348 million by July. Loans, discounts and cash reserves of the commercial banks have shown corresponding increases over the same period, while the South African Reserve Bank's portfolio of gold and foreign bills showed appreciable increases from June onwards. South Africa so far has not been adversely affected by the sterling area's dollar problem. Exports have continued at a healthy pace and no restrictions have been imposed on imports from dollar and other non-sterling areas, although much speculative newspaper and other comment has appeared on the subject.

MILLION DOLLARS

### CANADIAN TRADE WITH BRITISH SOUTH AFRICA, 1939-47, WITH RUNNING TWELVE-MONTH

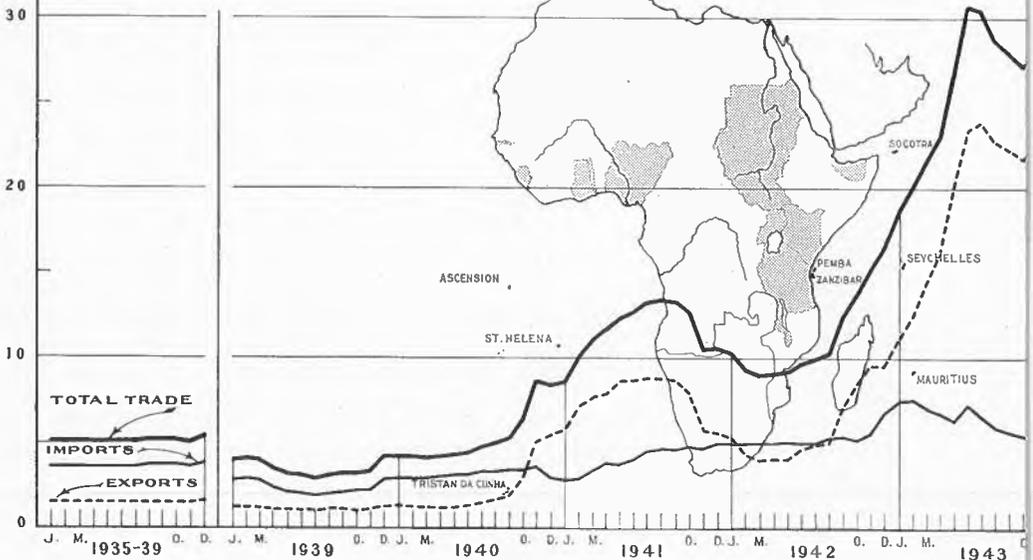


**BRITISH SOUTH AFRICA, for trade statistical purposes, includes: Union of South Africa and Southwest Africa.**

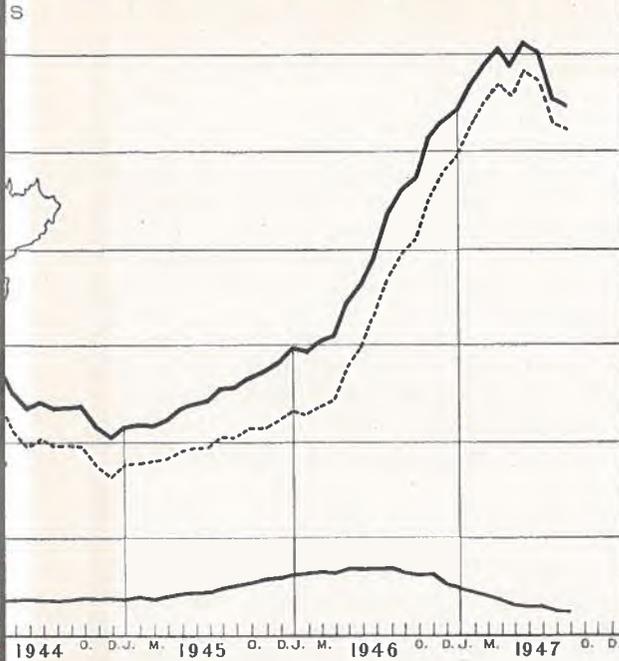
**BRITISH AFRICA (other than South Africa), for trade statistical purposes, includes: Nyasaland, British Somaliland, and the islands of Ascension, St. Helena, T**

MILLION DOLLARS

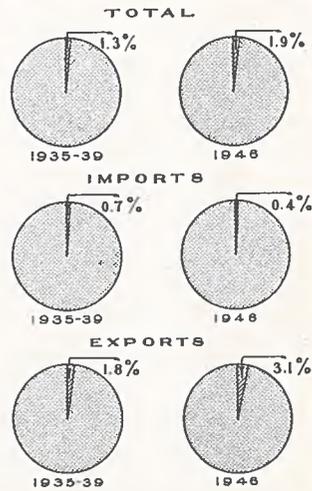
### CANADIAN TRADE WITH BRITISH AFRICA (OTHER THAN SOUTH AFRICA) FOR THE BASE PERIOD, 1935-39 RUNNING TWELVE-MONTH



AGE FOR THE BASE PERIOD, 1935-39



**RELATIVE PROPORTIONS OF TRADE WITH BRITISH SOUTH AFRICA TO TOTAL CANADIAN TRADE**  
AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR



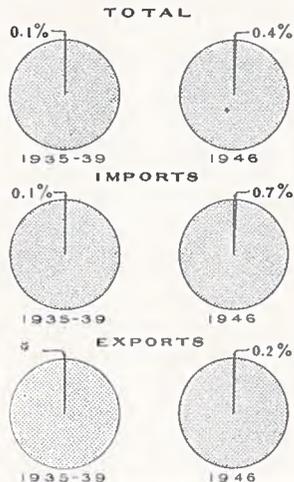
Southern Rhodesia, Northern Rhodesia, Basutoland, Bechuanaland, Swaziland

, Sierra Leone, Gold Coast, Nigeria, British Sudan, Uganda, Kenya, Tanganyika, Cunya, Socotra, Pemba, Zanzibar, the Seychelles and Mauritius.

ERICA) 1939-47 WITH AVERAGE



**RELATIVE PROPORTIONS OF TRADE WITH BRITISH AFRICA (OTHER THAN SOUTH AFRICA) TO TOTAL CANADIAN TRADE**  
AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR



<sup>2</sup> Less than 1/2 of 1 p.c.

### **Reduced Consumer Purchasing Power Affects Import Trade**

Increasing prices have affected the renewal and purchase of new industrial plant for factories while consumer purchasing power has declined, further rendering the sale of luxury products more difficult. Off-loading at sacrifice wholesale prices well below landed costs has continued in many lines and importers have refused to confirm indents until their old stocks have been disposed of. This practice does not yet appear to have appreciably affected prices at the retail level. There seems to be a tendency on the part of the retail trade to await the outcome of Christmas buying. Many observers, however, believe the consumer will benefit from lower prices on many items after the New Year.

Radio sets, wearing apparel and hosiery, toys and baby carriages and certain imported foodstuffs, are some of the lines which are not selling well and which importers appear to have overbought. Competition is keen in most luxury lines with the buying public expecting prewar standards of price and quality. On the other hand there are still shortages of good quality textiles; building materials (except timber) especially electrical fittings, piping, plumbing and hardware; agricultural implements and supplies including fertilizer; structural and sheet steel; and automobiles of American or Canadian design.

### **No Serious Shortage of Consumer Goods**

Visitors to South Africa are usually favourably impressed by the wide range and choice of goods available in shops and which, for example, are not as readily obtainable in Australia and New Zealand. As a result of heavy importations in 1946 and early 1947, and improved agricultural conditions affecting the supply of local foodstuffs, the position of consumers' supplies is better than at this time last year when the rationing of foods was seriously considered.

Sugar crop conditions and local production of vegetable and fish oils for soap and margarine (produced for lower income groups and sold recently for the first time in South Africa) and a well-maintained if not a wholly adequate level of production in dairy products, have improved the supply picture. Meat supplies are spotty and are still subject to control at the trade level. Local wheat supplies, however, will have to be augmented by imports before the new crop becomes available. Supplies of about 6,600,000 bushels have been sought overseas, against which reported receipts to the end of August were only 309,000 bushels of wheat and 11,000 bags of flour. As a result bakery quotas for wheat flour have been reduced by 10 per cent, and bread sales accordingly. No change in the legal flour extraction rate of 95 per cent has been permitted and white bread is still unobtainable.

The Minister of Economic Development in a recent speech warned the public about the possibility of gasoline rationing if consumption shows no falling off to the level set by the tanker tonnage available to transport supplies from the Persian Gulf.

### **Steps Taken to Popularize South African Manufactures**

In September the South African Federation of Industries held its first national exhibition at Durban of South African manufactured products. It is expected this will become an annual affair. A national beauty contest greatly stimulated interest in this first concerted effort to educate and guide the public in their purchase of South African goods. Local Chambers of Commerce held window dressing contests in support of the campaign, which concentrated on the display and sale of products of local manufac-

ture. Prior to the Durban show a similar and more local exhibition, the eighth of its kind, was held by the Northern Transvaal Chamber of Industries. A further move to overcome the consumer prejudice that exists against some South African goods has been made by the Bureau of Standards. In co-operation with private industry, it is hoped to establish standards for the production and sale of selected consumer goods which will engender confidence in articles made in this country. Also encouraged by the success of the recent campaign, an intensive drive is to be launched by the Federated Chamber of Industries to publicize the range and quality of South African manufactures. Imported items which in the past have benefited by the prejudice against competing South African goods will have to depend more on quality and price than hitherto to retain their place in this market.

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## Mexico Plans to Modernize Railways and Other Transport Facilities

*Program under consideration would involve an expenditure of \$200,000,000—Locomotives, passenger and freight cars, heavy rails, ties, switches, maintenance equipment and repair machinery to be purchased in Canada if price and delivery arrangements satisfactory—Improvements are part of President Alemán's five-year plan.*

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

MEXICO CITY, November 17, 1947.—Plans are now being considered for the modernization of transport facilities in this country, which it is estimated will involve an expenditure of \$200,000,000. A large part of this sum will be used for the purchase of new equipment required by the Mexican National Railways, including locomotives, passenger and freight cars, heavy rails, ties, switches, maintenance equipment and repair machinery for use in the railway workshops. Much of the material needed to implement the five-year program, recently announced by President Alemán, is manufactured in Canada, where officials of the Mexican National Railways have expressed a desire to place orders, provided satisfactory arrangements respecting prices and deliveries can be made.

Mexico is a difficult country in which to operate railways, as the bulk of the population lives on a high plateau that extends down the centre of this Republic. It is necessary, therefore, to haul freight from the seaports up many thousands of feet for delivery to the principal cities. It has not been uncommon in the past for 30 per cent of all locomotives to be out of commission, because of the inability of railway shops to effect repairs. Torrential rainfalls at certain seasons have a devastating effect on roadbeds, and maintenance costs of all kinds are high.

### Railway Operated by American Experts During War

It is not surprising, therefore, that the railways have experienced a substantial operating deficit, and that equipment deteriorated in the absence of an orderly replacement program. When Mexico was supplying the United States with much-needed war materials in 1942, the whole system became so confused that train schedules were hopelessly delayed. Because the situation was urgent, the United States Government, with the approval of the Mexican Government, appointed a railway commission to operate the railways in this country in an effort to eliminate

bottlenecks. This group of experts functioned till June, 1946, and was responsible for the repair of 1,000 kilometres of lines, and dilapidated equipment. The commission succeeded in eliminating confusion and introducing orderly operations.

The Mexican National Railways comprise 60 per cent of the railways of this country, and extend from the United States frontier to the border of Guatemala. There are some 13,000 kilometres of lines in the national system, most of which are of standard gauge. It is hoped that, under the five-year plan, the narrow gauge sections will be eliminated as 112-pound rail becomes available, 92,000 pounds of which have been purchased during the current year. There are some 1,000 locomotives in service, most of which are driven by steam. Twenty-one diesel engines were bought in 1946, and it is proposed to obtain more of this type. A total of 16,000 standard gauge freight cars and 700 standard gauge passenger cars are in operation.

Although the United States railway commission did much to lengthen sidings, improve switching yards, obtain local smelters and purchase modern repair machinery, there remains much yet to be done. By the end of five years, the Mexican Government hopes to have one of the most modern railway systems in the world. The first line was built in 1854 between Mexico City and Guadalupe, a suburb, so it is possible that the centenary will be an occasion for real celebrations.

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## Congestion in Principal Ports of Colombia Shows Improvement

*Heavy accumulation of cargo disappears, though warehouses three-quarters full — Imposition of import controls last March eased situation—Air express parcels pile up at inland customs houses, and principally at Bogotá.*

By H. W. Richardson, Acting Canadian Trade Commissioner

(Editor's Note—This report is one of a series sought from Canadian Trade Commissioners in Latin-America on conditions in the principal ports, where congestion has given cause for concern.)

**B**OGOTÁ, November 25, 1947.—Congestion in the principal ports of Colombia—Buenaventura, Barranquilla and Cartagena—has been on the decrease during the past five months. Of the three, Buenaventura is in the least favourable position. Personal observations reveal that almost all the backlog of cargo, which had been piled high all over the customs area, on the streets of the town and even in the churches during the early part of the year, has disappeared. The customs warehouses, which should be no more than one-quarter full for the efficient operation of a port, are almost always three-quarters full of cargo.

Some 25,000 tons of cargo are expected at Buenaventura in the near future, and will contribute to the semi-congested condition of that port for the next few months. However, even this condition will be a material improvement over that prevailing early this year, when it was necessary to halt imports of all merchandise, with the exception of wheat and a few other essentials, for three months. The extension of harbour facilities, being undertaken by a United States firm, is progressing steadily, but these will not be available until the middle of next year.

## Labour Troubles Delay Movement of Cargo

Conditions at the leading Caribbean ports of Barranquilla and Cartagena are reported to be better than in Buenaventura. Generally speaking, harbour facilities are adequate, but sporadic labour troubles during most of this year have resulted in the accumulation of cargo. Congestion was caused also by unusually large receipts of merchandise during the first half of this year, when new records were established. The imposition of import controls and exchange restrictions last March has resulted in a substantial decrease in the volume of receipts, thereby assisting in the clearance of cargo from the wharves and warehouses.

The creation of a backlog of freight awaiting movement inland and clearance by customs in the principal ports of Colombia was responsible for the imposition of a 25 per cent surcharge on all cargo shipped since June 1 to Barranquilla and Cartagena. Conference lines operating ships to those ports were compelled to take this step by reason of the increasingly slow turn-round in the ports concerned. Strangely enough, no surcharge was levied on freight moving through Buenaventura, though freight rates on cargo for that port were previously increased. Consideration is being given to the removal of this 25 per cent surcharge. Although no confirmation of current reports has been received, it is believed that the conference lines will take some action in the near future, provided further improvement in the ports concerned is effected.

Steps are being taken to revise the customs house administration in Barranquilla, and to dredge the harbour entrance in the mouth of the Magdalena River. A similar administrative change at Buenaventura proved effective in clearing up the backlog of freight that prevailed there.

### Small Air Express Parcels Cause Congestion

Congestion of relatively less importance, though sufficiently serious, exists in the customs houses of the larger inland cities, and principally Bogotá. This has been caused by the accumulation of many thousands of small air express packages, valued at less than \$28, which have been forwarded to importers. This condition is attributed to the fact that exchange is still being granted at official rates by the authorities for such shipments, and for which prior import licences are not necessary. (See "Colombia Issues Many New Exchange and Import Regulations" in the October 25th issue of *Foreign Trade*.) As a result of this congestion, air express parcels are not being delivered until from three to eight weeks after their arrival at the local inland customs houses.

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### Parcel Post Service to Argentina Slowed by Port Congestion

Owing to serious congestion at the ports of Rio de Janeiro, Santos and Montevideo, at which ports vessels call en route to Buenos Aires, the time of parcel post transmission to Argentina is estimated as taking ten weeks by the direct service.

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### New Italian Rate of Exchange Established

Rome, November 28, 1947.—(FTS)—New Italian exchange regulations, effective today, provide for an official market rate, based on the open market rate of the previous month. Holders of foreign exchange are still required to sell only half to the exchange office, and may dispose of the remainder on the open market, so that the rate may continue to fluctuate. The official rate of exchange, set for the remainder of November, is 589.0047 lire to the United States dollar.

## Lumber Previously Allocated to U.K. May Now be Shipped to Any Country

*Export quota of 290,000,000 f.b.m. provided for Eastern Canada, due to uncertainty of purchases by Great Britain next year—Export permit required for shipment to any country other than the United Kingdom.*

**P**ROVISION has been made for an overall free export quota for Eastern Canada of 290,000,000 board feet of softwood lumber during the coming year, provided the production in this country is no lower than that in 1947. This decision has been dictated as a result of the uncertainty surrounding the purchase by Great Britain of softwood lumber in Eastern Canada, for delivery in 1948. An export permit will be required for the shipment of softwoods to any country other than the United Kingdom.

An exporter, to whom a free export quota was allocated in 1947, may export during 1948 to any country with which trading is allowed under Canadian laws a quantity not exceeding his original 1947 free quota allocation. Any producer who supplied an exporter in 1947 with a quantity of softwood lumber for shipment to the United Kingdom under free export quota, and who wishes to export to any market on his own account in 1948, may make application to the Timber Controller for the transfer of a free quota from his 1947 exporter to himself, up to the quantity of lumber supplied by him. The quantity of lumber involved in such a transfer will be deducted from the 1947 exporter's free export quota established for 1948.

Should an exporter be unable to sell in a foreign market the softwood lumber owned or controlled by him under his allowable free export quota, he may make application to the Timber Controller for authority to transfer part or all of his allowable free export quota to another exporter. He must also transfer the lumber involved.

Individual shippers may earn export credits for shipment of lumber to any country with which trading is permitted by making a proportion of their supplies available for domestic consumption. These may be obtained for the shipment of softwood lumber, sawn softwood railway ties and mine packs, shingles, lath, poles and piling, on a basis established by the Timber Control. No export credits for these items may be secured unless the contract for their sale or supply has been approved by the Timber Controller prior to shipment.

Exportation is prohibited of millwork, including doors and sash, hardwood flooring and sawlogs.

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### Regular Service to South America Announced

The Montreal Shipping Company, Limited, announces that transportation facilities to Brazil, Uruguay and Argentina will be made available to Canadian shippers by the Moore-McCormack Lines, operating on a monthly basis from Portland, Me. The first departure will be taken by the *S.S. Richmond M. Pearson*, sailing on December 15 for Santos, Montevideo, and Buenos Aires, followed by the *Mormacmoon*, sailing on January 16.

# Trade and Tariff Regulations

## **Brazil Imposes Tax on Exchange Transactions**

Rio de Janeiro, December 1, 1947.—(FTS)—A tax of five per cent on all transfers of funds from Brazil for payment of imports and other purposes was imposed by a law of November 27, 1947, effective from the same date. The government will later issue a list of essential foodstuffs to be exempt from this tax. Already exempt are imports of newsprint, petroleum and fuel and also earnings of foreign enterprises within certain limits, service of federal, state and municipal foreign debts and duly authorized operations between banks. The penalty for infringement of the law is a fine of twenty per cent of the value of the transaction.

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## **Colombia Will Release Limited Exchange for Imports in 1948**

Bogotá, November 25, 1947.—(FTS)—Import licences allowing the right to purchase foreign exchange at the official rate will be granted to all importers for the first quarter of 1948 at a rate of seven per cent of their basic quotas for merchandise listed in Groups 2, 3, 4 and 4-bis of the latest import licensing schedule. This quota indicates a slight general improvement in the exchange position of the country since similar quotas of only three and five per cent had been granted for the third and fourth quarters respectively of this present year. Quotas for preferential and first groups have not yet been announced for the next quarter.

In this connection, attention is directed to a report entitled "Colombia Issues Many New Exchange and Import Regulations" which was printed in the October 25th issue of *Foreign Trade*.

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## **Cyprus Suspends Import Licensing of Certain Commodities**

Cairo, November 19, 1947.—(FTS)—The Acting Controller of Supplies, Transport and Marketing, Cyprus, in a notice of October 31, 1947, announced a list of goods for which applications for import licences will not, for the present, be considered. The list includes: macaroni, tinned fruits, oil cooking and heating stoves, some electrical apparatus, radios, gramophones, cutlery, cameras and photographic supplies, many classes of textile goods, and perfumery.

It is explained that listed goods are at present in adequate supply, and that the list is subject to modification as circumstances warrant.

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## **Hong Kong Prohibits Imports from United States**

Hong Kong, November 24, 1947.—(FTS)—Because of the shortage of United States dollar exchange which has continued to deteriorate, the Government of Hong Kong announces that it is impossible to continue to allocate exchange on the scale previously granted out of the United States dollars that accrue from purchases by authorized banks. In view of this it has been found necessary to restrict the approval of sales of United States dollar exchange to a very small range of imports. For the present applications will only be considered which are in respect of raw or semi-finished materials for the factories in the Colony and certain types of building materials necessary for reconstruction.

Importers are, however, permitted to sell their United States dollar drafts for their own dollar exchange or notes to their bank. Armed with

## Trade and Tariff Regulations—Continued

a certificate from the bank they can apply again to the Financial Secretary for permission to import any of the prohibited goods. Such applications will generally be approved.

Quotas in respect of the types of commodities mentioned below will not be granted for importation from the United States for the first quarter of 1948, but the position for the second quarter will be reviewed in February. The commodities affected by this ruling are: beverages; cameras; automobiles and parts; clothing; coffee; fresh, dried and tinned fruit; electric appliances; films (unexposed); food; fountain pens; haberdashery; hardware; ink; leather; milk; office machines and equipment; paper; paraffin wax; pharmaceuticals and toilet preparations; photographic supplies or equipment; piece-goods; radios and parts; razors and blades; refrigerators and air-conditioning equipment; stationery; sewing machines; tobacco and cigarettes; tools; toys; tires; watches; wool.

It is understood that the new United States dollar quota arrangement does not affect the Canadian dollar position in the Colony and that Canadian dollars at the official rate will continue to be made available for approved purposes.

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### India Revalidates Certain Import Licences

Bombay, November 28, 1947.—(FTS)—The Government of India announced on November 28 that import licences for some seventy-five items for which licences were revalidated to December 31 will be automatically extended to June 30, 1948.

Further information will be published when details become available.

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### Malayan Union Import Licensing Policy Clarified

Singapore, October 28, 1947.—(FTS)—A notice of October 27, 1947, by the Acting Registrar of Imports and Exports, Singapore, notifies importers that the statement of policy regarding imports from hard-currency sources into the Colony of Singapore, issued October 2, 1947, may be taken to read "Malayan Import Guide". (Editor's Note—The import licensing policy in Singapore was outlined in the November 8th issue of *Foreign Trade*, and mention made of prohibited imports in the Malayan Union.)

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### Palestine Issues Import Regulations for Insecticides Containing D.D.T.

According to Order No. 25 dated October 28, 1947, by the High Commissioner of Palestine, the importation into Palestine of insecticides purporting to contain D.D.T. and to have a residual active deposit on sprayed or dusted surfaces, is prohibited, except those which comply with the conditions stipulated in the following paragraphs of this Order:

(a) All liquid D.D.T. insecticides shall contain not less than five per cent D.D.T. All D.D.T. insecticide powders shall contain not less than ten per cent D.D.T.

(b) All containers in which D.D.T. insecticide is packed for sale shall bear a label clearly indicating:—

- (i) the name and address of the manufacturer;
- (ii) the per cent of D.D.T. in the contents;
- (iii) the net contents in metric units; and
- (iv) suitable instructions for use by the public.

## Trade and Tariff Regulations—Concluded

### Northern Rhodesia Suspends Duties on Certain Items

Johannesburg, October 28, 1947.—(FTS)—A Notice in the Northern Rhodesia Government *Gazette* of October 17, 1947, suspends import duties on the following: wheat, tinned fish, tinned soups, preserved whole milk, blankets and rugs, carpets and other floor coverings, most articles of clothing, footwear, piece-goods, threads, bicycles and motor-cycles and parts, cutlery other than silver or silver-plated, and some enamelware and hollowware.

The importation of these goods continues to be subject to import licensing requirements.

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## Foreign Trade Enquiries

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

73. **Italy**—G. Walpiaz, Via Cavallotti, 5-16, Genoa, Italy, are interested in contacting Canadian firms who are seeking agents for canned goods and other foodstuffs. File: 24246.

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### Chilean Bicycle Requirements to be Met by Domestic Manufacture

Santiago, November 12, 1947.—(FTS)—At the present time, bicycles are included in the list of prohibited imports which was published by the Chilean authorities earlier in the year. There are now approximately 60,000 bicycles in use in Chile, and it is estimated that the market can absorb 14,000 new bicycles per year. A local manufacturing plant, Cia Industrias Chilenas "CIC" S.A., is now catering to part of this demand and has plans to expand its production to a point where there will be a surplus for export. This firm for many years has been engaged in the manufacture of household furniture. In 1942, taking advantage of the difficult supply situation, it branched into the manufacture of bicycles.

The plant is now producing at the rate of 6,000 units per year and new machinery is being installed to attain a production goal of 20,000 units, as well as parts for 5,000 units, in 1948. Modern production methods are followed, the plant being well laid out. The quality of the finished product is good. A wide range of bicycles is manufactured, from general utility to special racing models. A labour force of 120 men is employed in the bicycle section and it is reported that this force will be gradually increased. The only bicycle parts now being imported are chains, ball bearings, coaster brake assemblies and tires. Locally manufactured tires are not up to standard.

Prior to the war, Chile imported all its bicycle requirements. Germany was the principal supplier, while Italy, France and the United Kingdom usually contended for second place.

## Trade Commissioners on Tour

**C**ANADIAN 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**

<b>Belleville—Chamber of Commerce.</b>	<b>Renfrew—Board of Trade.</b>
<b>Brantford—Board of Trade.</b>	<b>St. Catharines—Chamber of Commerce.</b>
<b>Gananoque—Chamber of Commerce.</b>	<b>Sarnia—Chamber of Commerce.</b>
<b>Hamilton—Chamber of Commerce.</b>	<b>Stratford—Board of Trade.</b>
<b>Ingersoll—Chamber of Commerce.</b>	<b>Toronto—Can. Manufacturers' Association.</b>
<b>Kingston—Chamber of Commerce.</b>	<b>Welland—Board of Trade.</b>
<b>London—Chamber of Commerce.</b>	<b>Windsor—Chamber of Commerce.</b>
<b>Montreal—Montreal Board of Trade.</b>	<b>Woodstock—Board of Trade.</b>
<b>Paris—Board of Trade.</b>	
<b>Pembroke—Chamber of Commerce.</b>	

W. G. Stark, former Commercial Secretary, Canadian Embassy, Lima, Peru, continued 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.

### W. G. Stark

(Former Commercial Secretary, Canadian Embassy, Lima)

Stratford—December 13.	Welland—January 9.
Windsor, Walkerville—December 15.	Toronto—January 10-28.
Sarnia—December 16.	Belleville and Batawa—January 29.
London—December 17.	Kingston—January 30.
Ingersoll, Woodstock, Paris—December 18.	Gananoque—January 31.
Brantford—December 19-20.	Montreal—February 2-21.
Hamilton—January 5-7.	Pembroke—February 23.
St. Catharines—January 8.	Renfrew—February 24.
	Ottawa—February 25-28.

### Additional Copies of Special Issue

Additional copies of the November 22, 1947, issue of *Foreign Trade*, which contains the following features, are obtainable from the King's Printer, Government Printing Bureau, Ottawa, for ten cents each:

- (a) **Import Restrictions Imposed by Canada to Correct Foreign Exchange Position Here.** This includes a detailed list of "prohibited goods" and "goods subject to quota", together with a summary of the various regulations.
- (b) **Thirty-six-page summary of the multilateral trade agreement, concluded last month in Geneva, Switzerland, and the tariff negotiations between Canada and seventeen other countries.**



## 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 Halifax

\*Sails from Saint John about three days earlier

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques...	January 15-20	<i>Cumberland County</i>	March Shipping
Lourenço Marques...	February 15-20	<i>Hants County</i>	March Shipping
Lourenço Marques...	March 15-20	<i>Yarmouth County</i>	March Shipping
Beira.....	January 15-20	<i>Cumberland County</i>	March Shipping
Beira.....	February 15-20	<i>Hants County</i>	March Shipping
Beira.....	March 15-20	<i>Yarmouth County</i>	March Shipping
<b>Africa-South—</b>			
Cape Town.....	January 15-20	<i>Cumberland County</i>	March Shipping
Port Elizabeth.....	February 15-20	<i>Hants County</i>	March Shipping
East London.....	March 15-20	<i>Yarmouth County</i>	March Shipping
Durban.....			
<b>Argentina—</b>			
Buenos Aires.....	December 23	<i>Beacon Grange</i>	Furness Withy
Buenos Aires.....	January 25	<i>Brazilian Prince</i>	Furness Withy
<b>Belgium—</b>			
Antwerp.....	December 19	<i>Morlain</i>	Furness Withy
Antwerp.....	January 4	<i>Scin</i>	Cunard Donaldson
Antwerp.....	January 21-21	* <i>Beckenham</i>	Cunard Donaldson
<b>Brazil—</b>			
Rio de Janeiro.....	December 23	<i>Beacon Grange</i>	Furness Withy
Santos.....			
<b>Ceylon—</b>			
Colombo.....	January 15	<i>Lakeside</i>	March Shipping
<b>China—</b>			
Shanghai.....	December 25	<i>Islandside</i>	March Shipping
Shanghai.....	January 15	<i>Lakeside</i>	March Shipping
<b>Cuba—</b>			
Santiago.....	December 12-17	<i>Husvik</i>	Pickford and Black
Santiago.....	January 2-5	<i>Dufferin Bell</i>	Pickford and Black
<b>Denmark—</b>			
Copenhagen.....	December 19-25	<i>Ragnhildsholm</i>	Swedish American

## Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Egypt—</b>			
Port Said.....}	December 15-17	<i>Calchas</i>	Cunard Donaldson
Suez.....}	January 13-14	<i>Radja</i>	Cunard Donaldson
Alexandria.....	December 25	<i>Islandside</i>	March Shipping
<b>Finland—</b>			
Helsinki.....	December 19-25	<i>Ragnhildsholm</i>	Swedish American
<b>France—</b>			
Le Havre.....	December 19	<i>Mortain</i>	Furness Withy
Le Havre.....	January 4	<i>Sein</i>	Furness Withy
<b>Germany—</b>			
Hamburg.....	January 20-21	* <i>Beckenham</i>	Cunard Donaldson
<b>Gibraltar.....</b>	{ December 23	<i>Mont Clair</i>	Montreal Shipping
	{ January 13	<i>Mont Gaspe</i>	Montreal Shipping
<b>Greece—</b>			
Piraeus.....	December 20	<i>Marchdale</i>	Montreal Shipping
<b>Hong Kong.....</b>	{ December 25	<i>Islandside</i>	March Shipping
	{ January 15	<i>Lakeside</i>	March Shipping
<b>Iceland—</b>			
Reykjavik.....	December 18-20	<i>Salmon Knot</i>	F. K. Warren Co.
<b>India and Pakistan—</b>			
Bombay.....}	December 25	<i>Islandside</i>	March Shipping
Calcutta.....}	January 15	<i>Lakeside</i>	March Shipping
Madras.....}			
<b>Italy—</b>			
Genoa.....	December 23	<i>Mont Clair</i>	Montreal Shipping
Genoa.....	January 20	<i>Mont Gaspe</i>	Montreal Shipping
Venice.....	December 20	<i>Marchdale</i>	Montreal Shipping
West Coast Ports....	{ December 23	<i>Mont Clair</i>	Montreal Shipping
	{ January 12	<i>Marchport</i>	Montreal Shipping
	{ January 20	<i>Mont Gaspe</i>	Montreal Shipping
<b>Malayan Union—</b>			
Penang.....}	December 15-17	<i>Calchas</i>	Cunard Donaldson
Port Swettenham..}	January 13-14	<i>Radja</i>	Cunard Donaldson
<b>Mediterranean—</b>			
Central and West- ern Areas.....	{ December 20	<i>Marchdale</i>	Montreal Shipping
	{ December 23	<i>Mont Clair</i>	Montreal Shipping
	{ January 20	<i>Mont Gaspe</i>	Montreal Shipping
<b>Netherlands—</b>			
Amsterdam.....}	January 20-21	* <i>Beckenham</i>	Cunard Donaldson
Rotterdam.....}			
<b>Netherlands East Indies—</b>			
Batavia.....}	December 15-17	<i>Calchas</i>	Cunard Donaldson
Samarang.....}	January 13-14	<i>Radja</i>	Cunard Donaldson
Soerabaya.....}			
Cheribun.....	January 13-14	<i>Radja</i>	Cunard Donaldson
<b>Newfoundland—</b>			
St. John's.....	December 12-15	<i>Zebrinney</i>	Rowling's Limited
St. John's.....	December 13-14	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	December 14-16	<i>Patricia Sweeney</i>	Furness Withy
St. John's.....	December 15	<i>Blue Cloud</i>	Montreal Shipping
St. John's.....	December 15-18	<i>Marlorita</i>	Rowling's Limited
St. John's.....	December 19	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	December 20-22	<i>Island Connector</i>	Furness Withy
St. John's.....	December 20	<i>Fort Townshend (r)</i>	Furness Withy
St. John's.....	December 22	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	December 27	<i>Fort Amherst (r)</i>	Furness Withy

**Departures from Halifax—Continued**

Destination	Loading Date	Vessel	Operator or Agent			
<b>Norway—</b> Oslo..... Stavanger..... Bergen.....	December 19-25	<i>Ragnhildsholm</i>	Swedish American			
<b>Poland—</b> Gdansk.....						
<b>Portugal—</b> Lisbon.....				December 25	<i>Marchdale</i>	Montreal Shipping
				December 25	<i>Mont Clair</i>	Montreal Shipping
	January 20	<i>Mont Gaspe</i>	Montreal Shipping			
	January 20	<i>Marchport</i>	March Shipping			
<b>Singapore.....</b>	December 15-17	<i>Calchas</i>	Cunard Donaldson			
	December 25	<i>Islandside</i>	March Shipping			
	January 13-14	<i>Radja</i>	Cunard Donaldson			
	January 15	<i>Lakeside</i>	March Shipping			
<b>Sweden—</b> Gothenburg..... Malmo..... Norrkoping..... Stockholm.....	December 18-25	<i>Ragnhildsholm</i>	Swedish American			
<b>Trieste.....</b>				December 20	<i>Marchdale</i>	Montreal Shipping
<b>United Kingdom—</b> Avonmouth..... Avonmouth..... Avonmouth.....				December 15-17	<i>Kaituna</i>	Cunard Donaldson
				December 16	<i>Elysia</i>	Furness Withy
	December 30	<i>Boston City</i>	Furness Withy			
	Liverpool.....	December 24	* <i>Fort Cadotte</i>	Cunard Donaldson		
Liverpool.....	Dec. 28-Jan. 3	<i>Ascania (r)</i>	Cunard Donaldson			
Liverpool.....	December 31	<i>Asia (r)</i>	Cunard Donaldson			
Liverpool.....	January 10	<i>Nova Scotia (r)</i>	Furness Withy			
Liverpool.....	January 17-24	<i>Port Sydney (r)</i>	Cunard Donaldson			
Liverpool.....	February 6	<i>Ascania (r)</i>	Cunard Donaldson			
Liverpool.....	March 12	<i>Ascania (r)</i>	Cunard Donaldson			
London.....	December 25	* <i>Sibley Park</i>	Cunard Donaldson			
London.....	January 10	* <i>Valacia (r)</i>	Cunard Donaldson			
London.....	Jan. 29-Feb. 5	<i>Vasconia (r)</i>	Cunard Donaldson			
Southampton.....	December 5	<i>Aquitania</i>	Cunard Donaldson			
Southampton.....	December 23	<i>Aquitania</i>	Cunard Donaldson			
Southampton.....	January 12	<i>Aquitania</i>	Cunard Donaldson			
Southampton.....	January 29	<i>Aquitania</i>	Cunard Donaldson			
Southampton.....	February 16	<i>Aquitania</i>	Cunard Donaldson			
<b>Uruguay—</b> Montevideo..... Montevideo.....	December 23 January 25	<i>Beacon Grange</i> <i>Brazilian Prince</i>	Furness Withy Furness Withy			
<b>West Indies—</b> Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua..... Antigua.....				December 10-18 December 13-22 Dec. 26-Jan. 2 Dec. 27-Jan. 5 January 10-17 January 10-19 Jan. 24-Feb. 2	<i>Canadian Constructor (r)</i> <i>Alcoa Pioneer</i> * <i>Lady Nelson (r)</i> <i>A Ship</i> * <i>Lady Rodney (r)</i> <i>A Ship</i> <i>A Ship</i>	Canadian National Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships
Barbados..... Barbados..... Barbados..... Barbados..... Barbados..... Barbados..... Barbados.....	December 10-18 December 13-22 Dec. 26-Jan. 2 Dec. 27-Jan. 5 January 10-17 January 10-19 Jan. 24-Feb. 2	<i>Canadian Constructor (r)</i> <i>Alcoa Pioneer</i> * <i>Lady Nelson (r)</i> <i>A Ship</i> * <i>Lady Rodney (r)</i> <i>A Ship</i> <i>A Ship</i>	Canadian National Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships			
Bermuda..... Bermuda..... Bermuda..... Bermuda..... Bermuda.....	December 10-18 December 13-22 December 26 Dec. 26-Jan. 2 Dec. 27-Jan. 5	<i>Canadian Constructor (r)</i> <i>Alcoa Pioneer</i> <i>Fort Townshend</i> * <i>Lady Nelson (r)</i> <i>A Ship</i>	Canadian National Alcoa Steamships Furness Withy Canadian National Alcoa Steamships			

## Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
Bermuda .....	January 10-17	* <i>Lady Nelson</i> (r)	Canadian National
Bermuda .....	January 10-19	<i>A Ship</i>	Alcoa Steamships
Bermuda .....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
Bermuda .....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National
British Guiana .....	December 10-18	<i>Canadian Constructor</i> (r)	Canadian National
British Guiana .....	December 13-22	<i>Alcoa Pioneer</i>	Alcoa Steamships
British Guiana .....	Dec. 26-Jan. 2	* <i>Lady Nelson</i> (r)	Canadian National
British Guiana .....	Dec. 27-Jan. 5	<i>A Ship</i>	Alcoa Steamships
British Guiana .....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
British Guiana .....	January 10-19	<i>A Ship</i>	Alcoa Steamships
British Guiana .....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
British Guiana .....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National
Dominica .....	December 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Dominica .....	Dec. 26-Jan. 2	* <i>Lady Nelson</i> (r)	Canadian National
Dominica .....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Dominica .....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National
Grenada .....	December 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Grenada .....	December 13-22	<i>Alcoa Pioneer</i>	Alcoa Steamships
Grenada .....	Dec. 26-Jan. 2	* <i>Lady Nelson</i> (r)	Canadian National
Grenada .....	Dec. 27-Jan. 5	<i>A Ship</i>	Alcoa Steamships
Grenada .....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Grenada .....	January 10-19	<i>A Ship</i>	Alcoa Steamships
Grenada .....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
Grenada .....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National
Jamaica .....	December 26	<i>Canadian Challenger</i> (r)	Canadian National
Jamaica .....	December 27-30	<i>Dufferin Bell</i>	Pickford and Black
Jamaica .....	January 12-16	<i>A Ship</i>	Pickford and Black
Jamaica .....	February 10-13	<i>Dufferin Bell</i>	Pickford and Black
Montserrat .....	December 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Montserrat .....	Dec. 26-Jan. 2	* <i>Lady Nelson</i> (r)	Canadian National
Montserrat .....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Kitts .....	December 10-18	<i>Canadian Constructor</i> (r)	Canadian National
St. Kitts .....	December 13-22	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Kitts .....	Dec. 26-Jan. 2	* <i>Lady Nelson</i> (r)	Canadian National
St. Kitts .....	Dec. 27-Jan. 5	<i>A Ship</i>	Alcoa Steamships
St. Kitts .....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Kitts .....	January 10-19	<i>A Ship</i>	Alcoa Steamships
St. Kitts .....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
St. Kitts .....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National
St. Lucia .....	December 10-18	<i>Canadian Constructor</i> (r)	Canadian National
St. Lucia .....	December 13-22	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Lucia .....	Dec. 26-Jan. 2	* <i>Lady Nelson</i> (r)	Canadian National
St. Lucia .....	Dec. 27-Jan. 5	<i>A Ship</i>	Alcoa Steamships
St. Lucia .....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Lucia .....	January 10-19	<i>A Ship</i>	Alcoa Steamships
St. Lucia .....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
St. Lucia .....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National
St. Vincent .....	December 10-18	<i>Canadian Constructor</i> (r)	Canadian National
St. Vincent .....	December 13-22	<i>Alcoa Pioneer</i>	Alcoa Steamships
St. Vincent .....	Dec. 26-Jan. 2	* <i>Lady Nelson</i> (r)	Canadian National
St. Vincent .....	Dec. 27-Jan. 5	<i>A Ship</i>	Alcoa Steamships
St. Vincent .....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Vincent .....	January 10-19	<i>A Ship</i>	Alcoa Steamships
St. Vincent .....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
St. Vincent .....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National
Trinidad .....	December 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Trinidad .....	December 13-22	<i>Alcoa Pioneer</i>	Alcoa Steamships
Trinidad .....	Dec. 26-Jan. 2	* <i>Lady Nelson</i> (r)	Canadian National
Trinidad .....	Dec. 27-Jan. 5	<i>A Ship</i>	Alcoa Steamships
Trinidad .....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Trinidad .....	January 10-19	<i>A Ship</i>	Alcoa Steamships
Trinidad .....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
Trinidad .....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National

## Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques...	December 19-29	<i>Chandler</i>	Elder Dempster
Lourenço Marques...	January 8-18	<i>Cambray</i>	Elder Dempster
Beira.....	December 19-29	<i>Chandler</i>	Elder Dempster
Beira.....	January 8-18	<i>Cambray</i>	Elder Dempster
<b>Africa-South—</b>			
Cape Town.....	December 19-29 January 8-18	<i>Chandler Cambray</i>	Elder Dempster Elder Dempster
Port Elizabeth.....			
East London.....			
Durban.....			
<b>Australia—</b>			
Brisbane.....	December 18	<i>City of Eastbourne</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Sydney.....	Dec. 22-Jan. 4	<i>Kaipara</i>	Montreal Australia New Zealand Line
Melbourne.....			
Geelong.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	December 16	<i>Mont Rolland</i>	Montreal Shipping Shipping Limited Cunard Donaldson Montreal Shipping Shipping Limited Canada Steamships Montreal Shipping Montreal Shipping Montreal Shipping
Antwerp.....	December 20	<i>Rigoletto</i>	
Antwerp.....	December 24-30	<i>Twickenham</i>	
Antwerp.....	December 26	<i>Mont Sandra</i>	
Antwerp.....	January 5	<i>Hedel</i>	
Antwerp.....	January 10	<i>Brant County</i>	
Antwerp.....	January 20	<i>Mont Alta</i>	
Antwerp.....	January 28	<i>Mont Sorrel</i>	
Antwerp.....	February 5	<i>Kent County</i>	
<b>British Guiana—</b>			
Georgetown.....	December 15-20	<i>Norness</i>	Saguenay Terminals
Mackenzie.....			
<b>British Honduras—</b>			
Belize.....	December 15-20	<i>Norness</i>	Saguenay Terminals
<b>Ceylon—</b>			
Colombo.....	December 20-25	<i>Johilla Forest</i>	McLean Kennedy McLean Kennedy
Colombo.....	January 10		
<b>China—</b>			
Shanghai.....	December 12-15	<i>City of Khartoum City of Carlisle</i>	McLean Kennedy McLean Kennedy
Shanghai.....	January 25		
<b>Colombia—</b>			
Barranquilla.....	December 15-20	<i>Norness Apollo (r)</i>	Saguenay Terminals Saguenay Terminals
Barranquilla.....	January 15-20		
<b>Dominican Republic—</b>			
Ciudad Trujillo.....	January 15-20	<i>Apollo (r)</i>	Saguenay Terminals
<b>Eire—</b>			
Cork.....	December 17 January 5	<i>Norbryn Irish Poplar</i>	Shipping Limited Shipping Limited
Dublin.....			
Dublin.....	December 10-16	<i>Fanad Head Lord Glentoran</i>	McLean Kennedy McLean Kennedy
Dublin.....	January 4-10		
<b>France—</b>			
Le Havre.....	December 16	<i>Mont Rolland Mont Sandra Brant County Mont Alta Mont Sorrel Kent County</i>	Montreal Shipping Montreal Shipping Canada Steamships Montreal Shipping Montreal Shipping Canada Steamships
Le Havre.....	December 26		
Le Havre.....	January 10		
Le Havre.....	January 20		
Le Havre.....	January 28		
Le Havre.....	February 5		

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent	
<b>Germany—</b>				
Hamburg.....	December 16	<i>Mont Rolland</i>	Montreal Shipping	
Hamburg.....	December 24-30	<i>Twickenham</i>	Cunard Donaldson	
Hamburg.....	December 26	<i>Mont Sandra</i>	Montreal Shipping	
Hamburg.....	January 20	<i>Mont Alta</i>	Montreal Shipping	
Hamburg.....	January 23	<i>Mont Sorrel</i>	Montreal Shipping	
<b>Haiti—</b>				
Port au Prince.....	January 15-20	<i>Apollo</i> (r)	Saguenay Terminals	
<b>Hong Kong.....</b>	{ December 12-15	<i>City of Khartoum</i>	McLean Kennedy	
	{ January 25	<i>City of Carlisle</i>	McLean Kennedy	
<b>India and Pakistan—</b>				
Bombay.....	December 20-25	<i>Johilla</i>	McLean Kennedy	
Calcutta.....				
Madras.....				
Karachi.....				
<b>Mexico—</b>				
Veracruz.....	January 3	<i>Federal Pioneer</i>	McLean Kennedy	
<b>Netherlands—</b>				
Rotterdam.....	December 16	<i>Mont Rolland</i>	Montreal Shipping	
Rotterdam.....	December 20	<i>Rigoletto</i>	Shipping Limited	
Rotterdam.....	December 24-30	<i>Twickenham</i>	Cunard Donaldson	
Rotterdam.....	December 26	<i>Mont Sandra</i>	Montreal Shipping	
Rotterdam.....	January 5	<i>Hedel</i>	Shipping Limited	
Rotterdam.....	January 10	<i>Brant County</i>	Canada Steamships	
Rotterdam.....	January 20	<i>Mont Alta</i>	Montreal Shipping	
Rotterdam.....	January 23	<i>Mont Sorrel</i>	Montreal Shipping	
<b>Netherlands West Indies—</b>				
Curacao.....	December 15-20	<i>Norness</i>	Saguenay Terminals	
Curacao.....	January 15-20	<i>Apollo</i> (r)	Saguenay Terminals	
<b>Northern Ireland—</b>				
Belfast.....	December 10-16	<i>Fanad Head</i>	McLean Kennedy	
Belfast.....	December 23-30	<i>Lord O'Neil</i>	McLean Kennedy	
<b>Norway—</b>				
Oslo.....	{ December 16	<i>Idefjord</i>	March Shipping	
Oslo.....				{ December 22-24
Oslo.....				{ December 24
<b>Panama—</b>				
Cristobal.....	December 15-20	<i>Norness</i>	Saguenay Terminals	
<b>Philippines—</b>				
Manila.....	December 12-15	<i>City of Khartoum</i>	McLean Kennedy	
Manila.....	January 25	<i>City of Carlisle</i>	McLean Kennedy	
<b>United Kingdom—</b>				
Avonmouth.....	December 12-19	<i>Gracia</i> (r)	Cunard Donaldson	
Avonmouth.....	December 17	<i>Norbryn</i>	Shipping Limited	
Avonmouth.....	December 19-26	<i>Moveria</i> (r)	Cunard Donaldson	
Avonmouth.....	December 23-30	<i>Salacia</i> (r)	Cunard Donaldson	
Avonmouth.....	Dec. 31-Jan. 7	<i>Dorelian</i>	Cunard Donaldson	
Avonmouth.....	January 5-12	<i>Carmia</i> (r)	Cunard Donaldson	
Glasgow.....	December 19-26	<i>Norwegian</i>	Cunard Donaldson	
Glasgow.....	Dec. 28-Jan. 6	<i>Delilian</i> (r)	Cunard Donaldson	
Glasgow.....	January 14-21	<i>Corrientes</i> (r)	Cunard Donaldson	
Hull.....	December 20-27	<i>Consuelo</i> (r)	McLean Kennedy	
Hull.....	Dec. 29-Jan. 2	<i>Eucadia</i> (r)	McLean Kennedy	
Leith.....	December 19	<i>Cairnavon</i>	McLean Kennedy	
Leith.....	January 3	<i>Cairnesk</i> (r)	McLean Kennedy	
Liverpool.....	December 8-14	<i>Kaipaki</i> (r)	Cunard Donaldson	
Liverpool.....	December 10-16	<i>Fanad Head</i>	McLean Kennedy	
Liverpool.....	December 14-17	<i>Empress of Canada</i> (r)	Canadian Pacific	

## Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom</b>			
—Con.			
Liverpool.....	December 18-20	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	December 23-30	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	Dec. 26-Jan. 4	<i>Asia</i> (r)	Cunard Donaldson
Liverpool.....	January 1-8	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	January 4-10	<i>Lord Glenlochan</i>	McLean Kennedy
Liverpool.....	January 14	<i>Empress of Canada</i> (r)	Canadian Pacific
Liverpool.....	January 18-25	<i>Arabia</i> (r)	Cunard Donaldson
London.....	December 13-20	<i>Sibley Park</i>	Cunard Donaldson
London.....	December 17-25	<i>Beaverlake</i>	Canadian Pacific
London.....	Dec. 27-Jan. 3	<i>Port Melbourne</i>	Cunard Donaldson
London.....	Dec. 28-Jan. 3	<i>Beaver Glen</i> (r)	Canadian Pacific
London.....	Dec. 31-Jan. 7	<i>Beaver Cove</i> (r)	Canadian Pacific
London.....	January 1	<i>Valacia</i>	Cunard Donaldson
London.....	Jan. 25-Feb. 2	<i>Hillcrest Park</i>	Cunard Donaldson
Manchester.....	December 25	<i>Manchester Regiment</i> (r)	Furness Withy
Manchester.....	December 30	<i>Manchester Division</i> (r)	Furness Withy
Manchester.....	January 1	<i>Manchester Progress</i> (r)	Furness Withy
Manchester.....	January 11	<i>Manchester Shipper</i> (r)	Furness Withy
Newcastle.....	December 19	<i>Cairnavon</i>	Furness Withy
Newcastle.....	January 3	<i>Cairnesk</i> (r)	Furness Withy
<b>Venezuela—</b>			
La Guaira.....	December 15-20	<i>Norness</i>	Saguenay Terminals
La Guaira.....	January 15-20	<i>Apollo</i> (r)	Saguenay Terminals

## Departures from Vancouver

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

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques...	Dec. 15-Jan. 10	<i>A Ship</i>	North Pacific
Lourenço Marques...	January 5	<i>Silverwalnut</i>	Dingwall Cotts
<b>Africa-South—</b>			
Cape Town.....	January 5	<i>Silverwalnut</i>	Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Cape Town.....	Dec. 15-Jan. 10	<i>A Ship</i>	North Pacific
East London.....			
Durban.....			
Walvis Bay.....			
<b>Argentina—</b>			
Buenos Aires.....	December 26	<i>Falkanger</i>	Empire Shipping
<b>Australia—</b>			
Sydney.....	December 16	<i>Narrandera</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	December 22	<i>Bolivia</i>	Gardner Johnson
Antwerp.....	January 5	<i>Seattle</i>	Gardner Johnson
Antwerp.....	January 17	<i>Rouen</i>	Empire Shipping
<b>Burma—</b>			
Rangoon.....	December 27	<i>Lawak</i>	Dingwall Cotts

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Ceylon—</b> Colombo.....	December 16	<i>Høegh Silverlight</i>	Dingwall Cotts
<b>Chile—</b> Valparaiso.....	December 26	<i>Falkanger</i>	Empire Shipping
<b>China—</b> Shanghai..... Taku Bar.....	January 3	<i>Vingnes</i>	Empire Shipping
Shanghai.....	December 20	<i>Washington Mail</i>	American Mail Line
Shanghai.....	Dec. 21-Jan. 6	<i>Lake Okanagan</i>	Canada Shipping
Shanghai.....	January 3-4	<i>Canada Mail</i>	American Mail Line
Shanghai.....	January 19-20	<i>Oregon Mail</i>	American Mail Line
<b>Colombia—</b> Barranquilla.....	January 9	<i>Don Aurelio</i>	Empire Shipping
<b>Cyprus.....</b>	December 23	<i>William Glackens</i>	Empire Shipping
<b>France—</b> Le Havre.....	January 17	<i>Rouen</i>	Empire Shipping
<b>Guatemala—</b> San Jose de Guate- mala.....	January 9	<i>Don Aurelio</i>	Empire Shipping
<b>Hong Kong.....</b>	{ December 20	<i>Washington Mail</i>	American Mail Line
	{ January 3-4	<i>Canada Mail</i>	American Mail Line
	{ January 19-20	<i>Oregon Mail</i>	American Mail Line
<b>India and Pakistan—</b> Bombay..... Karachi.....	December 16 December 24 Late February	<i>Høegh Silverlight</i> <i>Limburg</i> <i>Zeeman</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts -
Madras.....	December 16	<i>Høegh Silverlight</i>	Dingwall Cotts
Calcutta.....	December 27	<i>Lawak</i>	Dingwall Cotts
Madras..... Calcutta.....	Early February	<i>Silverguava</i>	Dingwall Cotts
<b>Italy—</b> Genoa.....	December 23	<i>William Glackens</i>	Empire Shipping
<b>Japan—</b> Yokohama..... Yokohama..... Yokohama.....	December 20 January 3-4 January 19-20	<i>Washington Mail</i> <i>Canada Mail</i> <i>Oregon Mail</i>	American Mail Line American Mail Line American Mail Line
<b>Morocco—</b> Casablanca.....	December 23	<i>William Glackens</i>	Empire Shipping
<b>Netherlands—</b> Rotterdam.....	January 17	<i>Rouen</i>	Empire Shipping
<b>Netherlands East Indies—</b> Batavia..... Soerabaya.....	{ December 16 December 24 December 27 Late February	<i>Høegh Silverlight</i> <i>Limburg</i> <i>Lawak</i> <i>Zeeman</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts Dingwall Cotts
<b>New Zealand—</b> Dunedin..... Lyttelton..... Wellington.....	December 15	<i>Waihemo</i>	Canadian Australasian
<b>Palestine—</b> Haifa.....	December 23	<i>William Glackens</i>	Empire Shipping
<b>Philippines—</b> Manila..... Iloilo..... Cebu.....	{ December 16 December 20 January 3-4 January 19-20	<i>Høegh Silverlight</i> <i>Washington Mail</i> <i>Canada Mail</i> <i>Oregon Mail</i>	Dingwall Cotts American Mail Line American Mail Line American Mail Line

## Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
<b>Philippines—con.</b>			
Manila.....	December 24	<i>Limburg</i>	Dingwall Cotts
Manila.....	December 27	<i>Lawak</i>	Dingwall Cotts
Manila.....	January 3	<i>Vingnes</i>	Empire Shipping
Manila.....	Early February	<i>Silverguava</i>	Dingwall Cotts
Manila.....	Late February	<i>Zeeman</i>	Dingwall Cotts
<b>Singapore</b> .....	{ December 16 Early February	<i>Høegh Silverlight</i> <i>Silverguava</i>	Dingwall Cotts Dingwall Cotts
<b>Sweden—</b>			
Gothenburg.....	December 22	<i>Bolivia</i>	Gardner Johnson
Stockholm.....	January 5	<i>Seattle</i>	Gardner Johnson
<b>Taiwan</b> .....	Dec. 21—Jan. 6	<i>Lake Okanagan</i>	Canada Shipping
<b>United Kingdom—</b>			
Liverpool.....	February	<i>Pacific Shipper</i>	Furness Pacific
London.....			
Manchester.....			
London.....	December 11—28	<i>Lake Manitou</i>	Empire Shipping
London.....	Dec. 27—Jan. 14	<i>Lake Athabaska</i>	Anglo Canadian
<b>Venezuela—</b>			
La Guaira.....	January 9	<i>Don Aurelio</i>	Empire Shipping
Puerto Cabello.....			

### Applications Being Received for Assistant Trade Commissioners

Applications are now being received for appointment to the Foreign Trade Service, as Assistant Trade Commissioner, from Canadians between the ages of 21 and 31 who are interested in the promotion of trade between this and other countries. Application forms must be filed with the Civil Service Commission, in Ottawa, not later than December 18, 1947.

Qualifications include graduation from a university of recognized standing, preferably with specialization in commerce or economics, or a combination of education and experience that would qualify candidates for the performance of duties required of Assistant Trade Commissioners. Additional credits will be given for knowledge of languages other than French and English, and for business experience.

Persons interested in fuller details on careers in the Foreign Trade Service may obtain a pamphlet entitled "Foreign Trade Service" by writing the Civil Service Commission, in Ottawa, or district offices of the commission.

## Canadian Certified Seed Potatoes

Growers, shippers and buyers of Canadian Certified Seed Potatoes may be interested in a brochure prepared by the Foreign Trade Service, in consultation with the Department of Agriculture, in an effort to stimulate the export sale of potatoes. Copies of this brochure, in colour, may be obtained from the Director, Trade Publicity Division, Foreign Trade Service, Department of Trade and Commerce, Ottawa.

# Foreign Trade Service Abroad

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

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

## Argentina

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

Territory includes Uruguay and Paraguay.

## Australia

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

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

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

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

## Belgian Congo

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

Territory includes 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. MONRY, 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. (Telephones—471-597 and 470-708.)

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 and Greenland.

## 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, Kenya, Nyasaland, Tanganyika and Uganda.  
*Cable address, Cantracom.*

*Cape Town*—S. V. ALLEN, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.  
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.  
*Cable address, Cantracom.*

## Sweden

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

## Trinidad

*Port-of-Spain*—T. G. MAJOR, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.  
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

## United Kingdom

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

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

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

*Liverpool*—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.  
Territory includes the Midlands, North of England and Wales.

*Glasgow*—G. F. G. HUGHES, Acting Canadian Government Trade Commissioner, 200 St. Vincent Street.  
Territory covers Scotland and Iceland.  
*Cable address, Cantracom.*

## United States

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

*New York City*—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller 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 Dec. 1	Nominal Quotations Dec. 8
Argentina.....	Peso	Off.	.2977 ✓	.2977
		Free	.2490 ✓	.2490
Australia.....	Pound		3.2240 ✓	3.2240
Belgium and Belgian Congo .....	Franc		.0228 ✓	.0228
Bolivia.....	Boliviano		.0238 ✓	.0238
British West Indies (except Jamaica).....	Dollar		.8396 ✓	.8396
Brazil.....	Cruzeiro		.0544 ✓	.0544
Chile.....	Peso	Off.	.0517 ✓	.0517
		Export	.0322 ✓	.0322
Colombia.....	Peso		.5714 ✓	.5714
Cuba.....	Peso		1.0000 ✓	1.0000
Czechoslovakia.....	Koruna		.0200 ✓	.0200
Denmark.....	Krone		.2083 ✓	.2083
Ecuador.....	Sucre		.0740 ✓	.0740
Egypt.....	Pound		4.1330 ✓	4.1330
Eire.....	Pound		4.0300 ✓	4.0300
Fiji.....	Pound		3.6306 ✓	3.6306
Finland.....	Markka		.0073 ✓	.0073
France and French North Africa.....	Franc		.0084 ✓	.0084
French Empire—African.....	Franc		.0142 ✓	.0142
French Pacific Possessions.....	Franc		.0201 ✓	.0201
Haiti.....	Gourde		.2000 ✓	.2000
Hong Kong.....	Dollar		.2518 ✓	.2518
Iceland.....	Krona		.1541 ✓	.1541
India.....	Rupee		.3022 ✓	.3022
Iraq.....	Dinar		4.0300 ✓	4.0300
✗ Italy.....	Lira		.0028 ✓	.0017
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