

FOREIGN TRADE

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COVER SUBJECT—Wheat flour, which has been shipped from Canada to some eighty countries this year, being loaded aboard a cargo liner for delivery in the United Kingdom. Exports of this commodity are valued at \$185,204,000 for the first eleven months of 1947, compared with \$119,488,000 in the corresponding period of 1946. Total shipments in 1938 were valued at only \$17,600,000. The ten principal countries purchasing flour from Canada last year were: Great Britain, Italy, India, Norway, Eire, China, Philippine Islands, Trinidad, Venezuela and Jamaica.

Photo by Canadian Pacific Railway

Singapore and Malayan Union Are Establishing New Industries

Plants will supply domestic market and territories served by this area—Increase in price of rubber contributes to favourable trend in business—Heavier imports of flour from Canada due to shortage of rice—Pineapple industry suffers from shortage of raw material and new machinery.

By Paul Sykes, Canadian Trade Commissioner

(S\$1.00 is approximately equal to Can. \$0.47)

SINGAPORE, December 12, 1947.—New industries for Singapore and the Malayan Union are planned or are in actual course of organization, being designed to supply both the domestic market and territories served from this area. Commodities involved in plants recently established or projected include soap and other toilet articles, batteries, concrete pipes and tiles, rubber goods of various kinds, flooring and other building materials, and electrical equipment. General Motors Corporation is to erect an assembly plant for automobiles in Singapore. Other industries will be established, mainly in the vicinity of Singapore and Kuala Lumpur.

A fairly substantial increase in the price of rubber, which has risen from thirty to forty cents per pound, f.o.b., on standard export grades, has contributed to a generally favourable trend in business conditions in Malaya during recent months. At the latter figure, the industry is maintaining exports at a satisfactory level. The improvement in price and the prospect of future stability, as a result of international agreement, has given the industry new confidence. Much will depend, however, on a continuance of world demand for natural rubber at fair prices, and the balancing of production against normal consumption levels. The rubber industry is making substantial progress in the rehabilitation of estates and the resumption of exports to traditional markets. Operating costs have increased, due principally to an appreciation in wage levels. It is experiencing relatively low prices and continued competition from the synthetic product.

Exports to Canada Exceed Imports

Imports from Canada during the first nine months of 1947 were valued at \$14,579,865, while exports from Malaya to Canada were valued at \$35,309,855. Precise figures on trade by individual commodities are not available, but a substantial part of the imports consist of flour. This is an abnormal trade, created by the current shortage of rice. Other leading imports are motor vehicles, parts and tires, newsprint and other papers, machinery, canned foodstuffs and electrical equipment. Export values represent almost entirely rubber and tin, but include small quantities of sago and tapioca, pepper, various gums and some rubber products.

Total imports into Malaya for the first nine months of 1947 were valued at \$1,028,555,614, while exports were valued at \$952,429,684. Although the adverse balance of trade is small, it is not characteristic of this territory, which customarily shows a substantial favourable balance. It is ascribed to abnormally large purchases of plant, equipment and materials for industry, agriculture and construction, whereas exports of tin, oils, pineapple and a number of other local products remain at levels

far below those prevailing before the war. Both import and export values are much lower than would otherwise be the case if the transshipment trade of Singapore was not restricted by the disturbed economic situation in the Netherlands East Indies and several other eastern countries, whose trade is based to a considerable extent on the use of this port for the collection and distribution of commodities.

Rubber, obtained in the form of latex by tapping trees grown in a large number of countries, was a leading Canadian import from Malaya before the war. Purchases of crude rubber in 1939 totalled 70,816,852 pounds, of which 58,966,035 pounds came directly from the Straits Settlements and 4,784,568 pounds from Ceylon. The operation, here illustrated in a rubber plantation, involves the removal of bark with a sharp knife.





Inner harbour of Singapore, as seen from the office of the Canadian Government Trade Commissioner, indicating the roadstead for ocean-going vessels and Clifford Pier.

Situation in Britain Reflected in Malaya

The financial situation in Great Britain is reflected in the serious intensification of trade and exchange controls administered by the Governments of Singapore and the Malayan Union. The licensing of imports from dollar or other hard-currency countries is now permitted only in the case of proven prewar imports (and in such instances values may be restricted) or such goods as are in urgent demand and not readily obtainable from sterling or soft-currency sources. The policy is playing havoc with several established branches of Canadian business. It has put a complete stop to trade in various commodities, in which an encouraging volume of postwar exports was being developed.

Various export controls, which were enforced to maintain prices at reasonable levels and to prevent an undue drain on essential goods, have been rescinded during recent months. Re-export business in various textiles, tinned milk and other goods, with which the market became overstocked, is now permitted. In the same way, soap and a number of other local products may be shipped freely to any destination.

Price controls still apply to a few essential goods, such as rice, flour and gasoline, to hotel and restaurant meals and to rents. A few of these will probably persist for some time, but in general the reversion to normal conditions is sufficiently far advanced to allow business to proceed without official direction.

Rehabilitation of Tin Industry Delayed

The tin industry is still at an elementary stage of recovery. Dredging and complementary machinery, as well as smelting plant, some of which has been on order for two years, is still undelivered. The earning capacity of the industry, which is a substantial producer of dollars, is yet to be fully developed, and it will probably be another two years before this industry has regained its prewar standing. It is notable, however, that the average monthly production of concentrates in local smelting plants increased from slightly over 2,500 tons for the nine months January-September to practically 4,000 tons in October.

Pineapple Canneries Lack Machinery

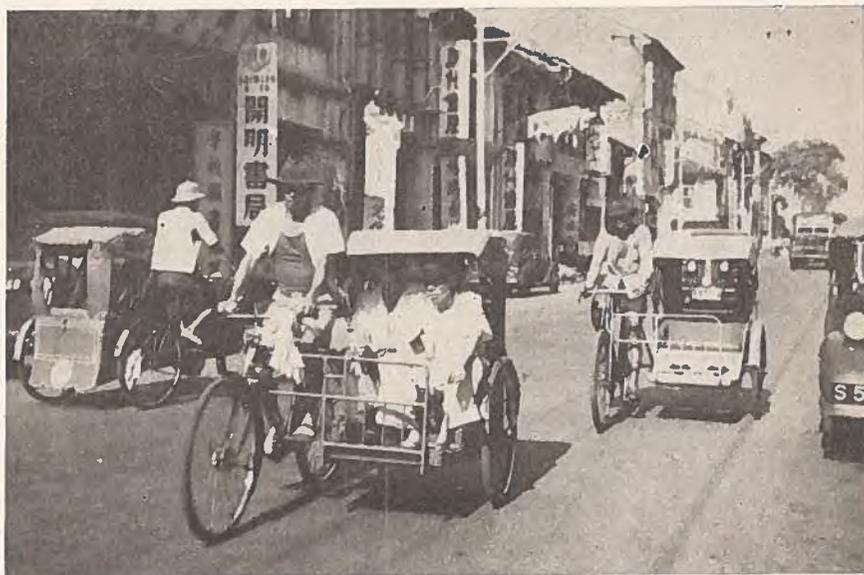
The pineapple industry continues to suffer from a shortage of raw material, as well as a lack of new machinery for its various canning factories. Plans are, however, well under way for increased production of fruit and for the reorganization of the canning industry on standardized lines. In this instance also, it is likely to be two years or more before production and exports reach prewar levels. Last year's pack, which was of generally inferior quality, amounted to some 50,000 cases. This figure will probably be doubled during the present season, while prices have risen to figures far in excess of prewar averages. The total output of the industry is controlled by the British Food Ministry, which indicates the markets to which exports may be made. These have to date comprised mainly India, Egypt and other Middle Eastern countries.

Canada's substantial prewar purchases of Malayan pineapple are not likely to be resumed for some time. Even when the quantity and quality of exportable supplies permit, the business will only be arranged at much higher prices than prevailed before the war.

As in the case of newly established industries, the rehabilitation of existing ones is receiving considerable practical help from the two colonial governments, as well as the Colonial Office. This takes such forms as co-operation in the purchase of equipment and materials, the location and development of markets and the solution of labour problems.

Malaya Suffers Serious Food Shortage

The serious shortage of food supplies in Malaya and the difficulty of buying urgently needed stocks from the usual sources has necessitated the planning of increased production of rice and other foods in the Malayan Union. The extension of cultivation to hitherto unutilized areas through clearing, irrigation, fertilization and similar technique is being studied, while the use of mechanized equipment as a means of increasing acreage production is also under consideration. Steps are also being taken to improve the types of cattle, swine and other livestock bred in the country.



Singapore—Trishaws, which have replaced rickshaws, and serve as taxis.

Faced with the need of expanding and improving public services and of balancing the colonial budgets, both Singapore and the Malayan Union propose to institute the collection of taxes on individual incomes and company profits in the near future. The move is meeting with considerable opposition, which is only natural in a country where direct taxation has been unknown and where indirect taxes have been unusually light. Proposed rates and methods of administration are still under consideration, but it is believed that the scheme will come into force very shortly and that collections will be based on 1947 incomes and profits.

Railway Rolling Stock Obtained from Britain

The Malayan Railway, which is a government-owned system, is busily engaged in making repairs to its plant and equipment, a considerable part of which was completely destroyed during the Japanese occupation. Locomotives and rolling stock are being imported in substantial quantities from the United Kingdom.

The road system is also undergoing extensive repairs and new construction is being undertaken on strategic routes.

A powerful radio station, planned for early installation outside Singapore is designed to give Singapore a leading position as a broadcasting centre in the South Pacific and Indian Ocean.

Canada Seeking Restoration of Multilateral Trade at Havana

Hon. Dana Wilgress declares chaos and law of economic jungle is the alternative to a world system, based on code of international economic law—Draft charter a bold compromise between needs and pressures of many nations.

HAVANA, November 27, 1947.—(FTS)—Canada has as great a stake as any country in the success of efforts to restore a world system of multilateral trade, in the opinion of Hon. Dana Wilgress, who heads the Canadian delegation assembled here to formulate a charter for the International Trade Organization. Endowed with vast natural resources, Canada traditionally produces large surpluses of many primary commodities that are exchanged for those of other countries, he said. "Accordingly, we are dependent to no small degree on the free flow of international commerce. Every Canadian is proud of the rapid industrialization and dynamic growth of his country in the last several decades. Nevertheless, the development of Canada is by no means complete. We are not alone in this respect. There are vast areas of the world where the process of industrialization is only now beginning. Canada wishes to participate in that growth, and to have other countries participate in her growth. I am firmly convinced that the draft charter, as it now stands, will facilitate and encourage that development".

There are two clear alternative courses of international economic policy open to countries at this time, the Hon. Mr. Wilgress declared. Nations can unite to restore a multilateral world economy, based on a code of international economic law, in which national policies are made subservient to the general well-being of the community of nations. The alternative is chaos and the law of the economic jungle. Nations will continue to drift in the direction of economic blocs and bilateral barter trade. Inevitably this will mean lowered standards of living and continuous economic warfare.

Preparatory Work Careful and Thorough

The draft charter represents a substantial effort over a period of years. Dreamed of in the Atlantic Charter, conceived in the form of a resolution of the Economic and Social Council in February, 1946, nurtured and developed at the two sessions of the Preparatory Committee, it is now almost ready to be brought into the world. The preparatory work of drafting a charter was careful and thorough. The complexities and difficulties of building up a trade organization to suit the varying needs of nations, differing so widely in their stages of economic development and forms of political and social organization, were constantly before the eyes of the participating countries.

Members of the Preparatory Committee represented a true cross-section of the world, the Hon. Mr. Wilgress continued. There were nations devastated by war and primarily concerned with reconstruction. There were nations untouched by the direct ravages of war interested in re-opening the channels of trade and regaining traditional markets. There were nations in every stage of economic development, from agricultural economies that sought industrial diversification and development to fully mature economies seeking stable markets for their manufactured goods. There were nations that pursued the policies of public ownership and state trading, and others that held to the principle of private enterprise. The compromise that emerged at Geneva took into account the authentic needs and real difficulties of all these divergent interests.

Draft Charter Realistic Document

Hardly any single point of view and hardly any special interest remained inarticulate at Geneva. This assured that the draft charter is a realistic document, based on bold compromise between the needs and pressures of many nations organized according to a wide variety of economic and political systems. Obviously, no single nation is fully satisfied with the product of this preparatory work. If there was, we would require not one universally acceptable charter, but almost as many charters as there are nations. Compromise involves mutual accommodation and a spirit of give and take. The countries represented on the Preparatory Committee were not found lacking in that spirit.

"The second great advantage with which we commence our work at Havana is that the countries represented at Geneva have concluded the General Agreement on Tariffs and Trade", the chairman of Canada's delegation pointed out. "Early in the preparatory work for this conference, it was recognized that it would not suffice to come to a world conference with a set of untested principles and good intentions. In addition, some concrete evidence of good faith and sincerity was required on the part of the nations participating in the Preparatory Committee. This was indeed an ambitious plan, for never before in the history of mankind has there been attempted so comprehensive a scheme of tariff negotiations. If it was ambitious, it was also ingenious, for the articles of the draft charter in this way could be put to an immediate and practical test, the tariff negotiations having been conducted within the framework of the charter as it was being drafted."

The draft charter represents a finely balanced compromise between nearly every conceivable interest and point of view. Certain changes were introduced at Geneva which came very close to a departure from some of the basic principles of effective multilateralism. Great care will have to be taken to ensure that the sum and substance of the escape clauses do not nullify many of the important benefits which all countries will derive from the charter.

Repeating his remarks at Geneva on August 22, 1947, the Hon. Mr. Wilgress said: "The Canadian delegation was in general prepared to accept the compromise that emerged from the first session, even though there were more qualifications and provisions for escape from the basic rules of international commerce than we would have liked to have seen incorporated in an international trade charter. Here, at Geneva, efforts have been made to broaden these escape clauses. If these efforts had been successful, there would be little left of the basic rules under which an International Trade Organization can operate effectively. Fortunately, this danger has been realized by the majority of the delegations. The result has been the submission to this plenary session of a draft charter that should form a generally acceptable basis for the establishment of an effective organization."

Assistant Trade Commissioners Make Familiarization Tours

Period of training, prior to posting abroad, includes visits to various sections of Canada—Industries inspected and problems involving sale of products in other countries discussed with government officials and businessmen—Lectures and employment at headquarters furnish background.

By J. E. Lancaster, Assistant Trade Commissioner

ASSISTANT trade commissioners, presently undergoing a period of training at headquarters in Ottawa, before being posted abroad, undertake a series of tours that should enable them to familiarize themselves with various phases of industry throughout this Dominion. They visited Quebec and the Maritime Provinces last November, and will later be afforded a chance to study conditions in Ontario, the Prairie Provinces and British Columbia. These Canadian tours, which mark a high point in the training schedule, complete a course of instruction that includes periods of study, lectures and employment in the various divisions of the Foreign Trade Service. They are assigned to area officers of the Trade Commissioner Service, commodity officers in the Export and Import Divisions, secure some experience in the Commercial Relations and Foreign Tariffs Division, and spend a short time in the Trade Publicity Division. The functions and activities of other government departments are also explained, both in lectures and through the employment of assistant trade commissioners with various branches.

Although the period of training in Ottawa, including the familiarization tours, is not specifically laid down, it normally extends over twelve months. The amount of time available for this purpose depends to a large extent on requirements of the Trade Commissioner Service, upon which an ever-increasing demand is being imposed as Canada's foreign trade expands and additional problems arise. On completion of the prescribed course of training, these officers are eligible for appointment to one of the forty-two trade offices maintained by this Dominion in thirty-six different countries.

Ten Officers Visited Eastern Canada

Ten assistant trade commissioners commenced their Canadian tour with visits to Shawinigan Falls, Arvida and Quebec City, in the Province



Saint John—Air view of the New Brunswick port, with the famous reversing falls at left centre.

of Quebec; examined the seed potato industry in New Brunswick from field to ship, and studied local manufactures in Saint John, Fredericton and Sackville, in New Brunswick; and Kentville, Halifax, Bridgewater and Lunenburg, in Nova Scotia. A visit to Prince Edward Island, where a tour of the province was arranged by air and by automobile, enabled these officers to learn something of its agricultural economy. Time was also devoted to a study of its fisheries.

Provincial and municipal authorities, with boards of trade and chambers of commerce, planned itineraries that enabled the group of assistant trade commissioners to cover representative industries in their respective areas. These visits and discussions with leading businessmen provided Canada's "salesmen" with information that should assist them in promoting commercial relations with other countries.

Chemical Industries Inspected

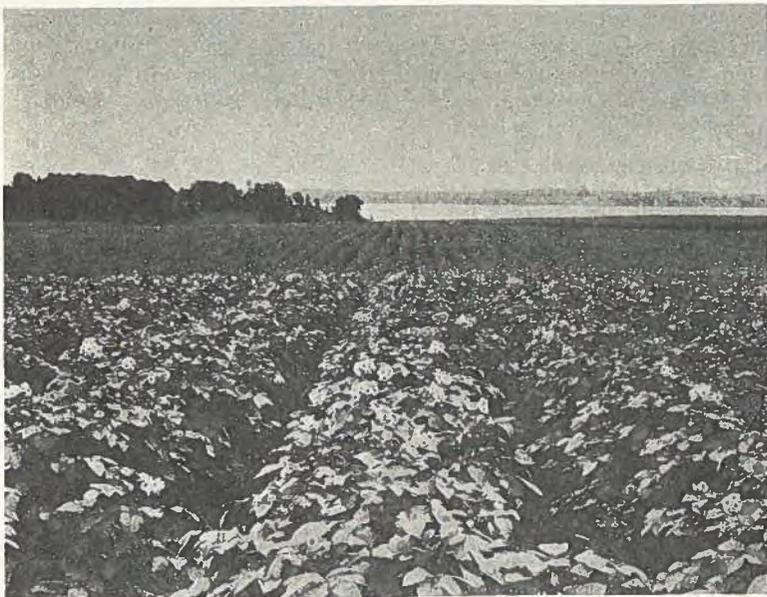
Hydropower developments, a chemical plant and allied industries producing goods for sale in the domestic and foreign markets featured a visit to Shawinigan Falls. Chamber of Commerce officials in Three Rivers entertained the group during a short stay in that city. Arvida, with its huge aluminum plant, and the Shipshaw power plant provided the visitors with some conception of the high productive capacity of that area. Favourable comment was made concerning the town-planning in Arvida. A trip was made to Port Alfred, where bauxite from British Guiana and other raw materials required for the production of aluminum are discharged. A visit was made to the dockside, and to a large paper mill, completing this phase of the journey. The ancient capital of Quebec, with its interesting architecture and historic associations, enthralled the visitors. Much interest was aroused during the tour of the city by new industrial developments centering around the war-built St. Malo arsenals, where production of peacetime utility goods, ranging from woollen socks to electric metres, is

being planned or is actually in production. Visits to a tobacco plant, a snow plough and engineering works, a survey of shipyards and a metal-working plant, where ships are being constructed for Europe and the Orient, completed the Quebec tour.

In New Brunswick, the assistant trade commissioners studied the seed potato industry that covers most of the counties of Victoria and Carleton, along the Upper Saint John River. Visits to potato farms, grading plants, potato starch factories, and the loading of crates for export to South America gave a complete picture of this important industry. At Fredericton, the group enjoyed informative discussions with provincial ministers, and visited local boot and shoe, and wood-working industries. Saint John, with its harbour and shipping, provided a picture of the international aspect of foreign trade. Here, the group had the opportunity of seeing, as well as discussing, aspects of international trade with experts in the importing and exporting field. The itinerary at Saint John also included visits to a brush factory, which enjoys a large overseas, as well as domestic market, a valve-manufacturing concern, and a large veneer plant. Sackville, with its large stove and heating equipment industries, and two large CBC "international service" shortwave stations held much of interest to group members.

Apple and Egg Industries Aroused Interest

Radiating from Kentville, Nova Scotia, the assistant trade commissioners saw apples being picked and packed in crates, as the old-fashioned apple barrel is losing favour in foreign markets, inspected apple juice and flake-producing plants, as well as cold storage and apple-grading stations. An egg and poultry co-operative and a huge egg hatchery, one of the largest and most modern of its kind in Canada, aroused keen interest. A short visit to Grand Pré Memorial Park and the Gaspereau Valley, an area redolent with associations of Longfellow's Evangeline, and the early Acadian settlers captured the visitors' fancy.



A field of seed potatoes in Prince Edward Island.

The east coast, including Halifax and its great harbour and the "south shore" areas of Nova Scotia, provided pictures of industries based on the sea. Fish-packing and curing plants and marine engine works, as well as shipbuilding yards, gave ample evidence of the importance of the sea and the fishing industry to this part of Canada. Visits were also made to a garment-producing plant, and a chocolate firm whose products find their way into markets of the world.

A short sea journey aboard the world's largest icebreaker, and the largest all-welded ship built in Canada, the *Abegweit*, took the assistant trade commissioners to the sea-girt province of Prince Edward Island. What was not permitted by the length of their visit was rectified by the intense use of their time. The visitors managed to squeeze in meetings with ministers of the provincial government, see the historic Confederation Chamber in the Provincial Buildings, visit a fox and mink farm, tour part of the province by air, a trip that revealed the intensity of cultivation practiced on "The Island", and make an eye-catching motor trip to the storied north shore "Anne of Green Gables" tourist areas, and to the famous fishing and oyster areas of Rustico and Malpeque Bay.

Although a complete coverage of industry in Eastern Canada could not be attempted in the length of time at their disposal, the itinerary did include representative local industries of the areas visited, and enabled the new foreign service officers to grasp a relatively complete and reliable picture of the industries and economy of Eastern Canada.

Britain Buys Surplus Bacon, Beef, Cheese And Eggs Made Available by Canada

Quantities to be shipped this year smaller than set forth in program for last year—Prices are higher—Provision made for supplies in 1949, but amounts not determined.

GREAT BRITAIN has undertaken to purchase during 1948 and 1949 a surplus of Canada's beef, bacon, cheese and eggs, the actual amount to be estimated in advance each year and stipulated in the contract. The beef and bacon contracts are for the current calendar year, while the egg contract will be for twelve months, commencing in the latter part of January, and the cheese contract will run for twelve months, commencing on April 1, 1948.

Bacon—Canada has undertaken to provide the United Kingdom with 195,000,000 pounds during the current year. This compares with a maximum of 350,000,000 pounds and a minimum of 265,000,000 pounds in 1947, of which it is estimated 250,000,000 pounds will be delivered. The price will be \$36 per hundred pounds of Grade "A" Number one Sizeable Wiltshire sides at seaboard, which compares with \$29 per hundred pounds for 1947. The price in 1949 will not be less than that for 1946, but will be negotiated before the end of 1948 to maintain the proper relationship with grain prices.

Beef—Canada has undertaken to provide the United Kingdom with 45,000,000 pounds during the current year, which compares with an estimated 50,000,000 pounds actually delivered during 1947. The quantity set forth in the original program for last year was 120,000,000 pounds. Export prices vary according to quality. They will be higher by \$3.25 per hundred pounds for Red and Blue Quality, \$2 higher for medium quality and for cow carcasses, and \$1.50 higher for boneless manufacturing beef.

Cheese—Canada will make every effort to furnish the United Kingdom with 50,000,000 pounds of cheese during the contract period, which compares with estimated deliveries of 55,750,000 pounds for the twelve months ending March 31, 1948. The quantity set forth in the original program for the period commencing last April was 125,000,000 pounds. The factory price will be 30 cents, compared with 25 cents presently prevailing.

Eggs—Canada estimates that 80,000,000 dozen eggs will be delivered during the twelve months commencing late this month, comparing with 86,000,000 dozen delivered during the current contract period. The quantities to be stored, frozen or dried before shipment have yet to be determined, but these will be announced in sufficient time for the necessary storage or processing arrangements to be made. The spring price, extending from late January to August 31, will be five cents per dozen higher than that prevailing in 1947, while the fall price, extending from September 1 to January 31, will be 3½ cents above the present price, which will continue until the end of this month.

Nutritional Value Endangered as British Food Ration Reduced

Food distributed by weight or quantity and by points—Allowances small, but may be supplemented by home garden produce—Extra calories for manual workers, children and expectant mothers.

By W. B. Gornall, Commercial Secretary (Agricultural Specialist)

LONDON, November 15, 1947.—Much has been written about food rationing in the United Kingdom, the severe measure of austerity that exists, and the prospect of additional reductions in food imports from dollar areas. As is well known, food rationing has been in force for quite a number of years, but the trend in ration quantity has been progressively downwards, with more and more products brought under control. As a result the nutritional intake may now be in danger of falling below the minimum safety level.

There are, however, legitimate means of supplementing the individual rations. Meals may be obtained in hotels and restaurants, factory canteens and in schools, while gardens and allotments provide green vegetables, potatoes and fruit. The garden hen coop, limited to six birds, yields more than the shell egg ration, but if hens are kept the regular ration is disallowed.

Rationing is divided into two main categories: (a) rationing by weight or quantity, and (b) rationing by the points system.

The rationing system is operated on either a weekly or four-weekly basis. Rations of meat, fats, bacon, sugar, tea and cheese are fixed at so much per week, but tea is purchased for a four-week period. Bacon may be purchased one week in arrears, and fats, sugar and cheese relating to any week may be purchased at any time during the monthly period in which that week falls.

The points rationing scheme is operated on a four-weekly basis. The ration week begins on a Sunday, and the year is divided into thirteen four-week periods, each beginning on a Sunday. Ration books are issued

in different colours and made up according to the following specified groups:

- (1) General Ration Book (Buff)—Civilian consumers, age 18 years or over.
- (2) Child's Ration Book (Green)—Children under 5 years old.
- (3) Junior Ration Book (Blue)—Five years to under 18 years.
- (4) Weekly Seaman's Ration Book—Seamen in coastwise trade and when ashore.
- (5) Temporary Ration Documents—Visitors, travellers, services, etc.

Food Rations by Weight or Quantity—Schedule A

The actual rations of foodstuffs by weight or quantity during the four-week period commencing November 9, 1947, were as follows:

	<i>Normal Ration</i>	
Bacon and ham	1 oz. per week	During 1947 there has been an additional allowance of 1 lb. per ration book on four occasions.
Sugar	8 ozs. per week	
Tea	2 ozs. per week	Underground coal miners are allowed 2/- worth.
Fresh meat	1/- worth at retail price	
Cheese	2 ozs. per week.	Workers in heavy industry are allowed 12 ozs.
Jams—Marmalade (not imported)	2 lbs. per 4 weeks	1 lb. in plum jam or 1 lb. sugar.
Butter, Margarine	6 ozs. per week	4 ozs. butter one week, 2 ozs. next, balance in margarine.
Cooking fats	1 oz. per week	
Milk	2 pints per week	

Special Rations—

Expectant mothers	7 pints per week.
Children under 12 months old	7 " " " " per child.
Children under 5 years	7 " " " "
Children 5 to 18 years	3½ " " "
Invalids (certain classes)	14 " " "

Shell Eggs

52 allocations of one egg to each ration book have been issued this year, and additional allocations will be issued according to available supplies.

Bread

9 bread units (B.U.'s) per week, including flour and cakes.

1 B.U. equals 1 lb. bread or plain cake.

3 B.U.'s equals 1 lb. flour.

The number of B.U.'s per week varies according to age or type of worker, as follows:

Child under 4 years	5 B.U.'s
Child 4 to 11 years	9 "
Adolescent 11 to 18 years	13 "
Normal adult	9 "
Expectant mother	11 "
Manual worker (female)	11 "
Manual worker (male)	15 "

Bananas

Distribution limited to children and adolescents under 5 to 18 years; 1 lb. per ration book when available.

Oranges

1 lb. per ration book, all ages, when available.

Potatoes

3 lbs. per ration book per week.

Sweets (Chocolates, etc.)

16 ozs. for 4-week period.

For this form of rationing the consumer must register with a retailer except for purchases of tea, bread, bananas, oranges, sweets and potatoes.

Points Rationing Scheme—Schedule B

Under the points rationing scheme, the consumer is permitted to spend, during a period of four weeks, a specified number of points coupons. For the four-week period, commencing November 9, 1947, there were 28 points provided in the ration book, as follows:

A Coupons—1 point each

B Coupons—2 points each

C Coupons—4 points each

The consumer is not required to register with a retailer, and the points coupons may be spent at any shop. The points value of the principal foodstuffs effective during that four-week period were as follows:

	Points value
<i>Canned Meats</i>	
Tongue—pressed beef	48 per lb. net.
Luncheon meat	40 " " "
Ham loaf—pork	32 " " "
Sausage meat	12 " " "
Stewed steak (according to origin).....	16/20 " " "
Irish stew	4 " " "
Boneless chicken—turkey	20 " " "
Pressed veal, etc.	20 " " "
<i>Canned Fish</i>	
Salmon (according to grade)	12/20/28 " " "
Crab	16 " " "
Sardines	10 " " "
Pilchards	6 " " "
Kipper snacks	8 " " "
<i>Dried peas and beans</i>	2 " " "
<i>Dried Fruits</i>	
Prunes, figs, dates	4 " " "
Currants, sultanas	10 " " "
Raisins	4 " " "
Apples	6 " " "
All other fruits	8 " " "
Canned baked beans	8 " " "
Canned peas	2 " " "
Canned tomatoes	8 " " "
Canned spaghetti (tomato sauce)	6 " " "
<i>Canned Fruits</i>	
Home produced canned plums	2 " " "
Other canned fruits (except juices, apples).....	12 " " "
<i>Condensed Milk</i>	
Full cream, sweetened	8 per container
Full cream, evaporated	4 " "
Machine skimmed milk	5 " "
<i>Special Imported Cheese</i>	
Blue vein, Stilton	12 " "
Camembert, etc.	3-6 " cheese
Syrup and treacle	7 per lb. net
Imported marmalade	8 " "
<i>Imported jams:</i>	
Strawberry, raspberry, blackcurrant, apricot.....	10 " " "
Others	4 " " "
Table jellies	4 per 1 pint size
Suet	16 per lb.
Dried egg powder (domestic pack)	10 per packet
<i>Biscuits</i>	
Unsweetened	6 per lb.
Sweetened	10 " "
Chocolate coated	16 " "
Cereal breakfast foods	6 " "
Rice	8 " "
Sago, tapioca	4 " "
Macaroni	2 " "
Oat flakes	2 " "
Milk powder	2 per $\frac{1}{2}$ lb. tin (None available)

Great Britain Expects Favourable Overall Trade Balance by End of Current Year

Deficit of nearly £300,000,000 with the Western Hemisphere anticipated—Estimated that total of £1,550,000,000 will be realized from exports—Approximately £75,000,000 of United States credit and £70,000,000 of Canadian credit available at beginning of 1948, together with £80,000,000 loan from South Africa.

By A. E. Bryan, Commercial Counsellor for Canada

(One pound sterling equals \$4.03)

LONDON, December 19, 1947.—Great Britain will require imports valued at £1,600,000,000 during 1948 on the reduced scale of living, but allowing for some increase in prices. It is estimated that invisible imports in government expenditure overseas will amount to approximately £100,000,000. If the export program is fulfilled, it is expected that £1,550,000,000 will be realized from exports and re-exports, together with £130,000,000 from shipping, services and overseas investments. If expectations are realized, a favourable overall balance will be achieved. However, there will be a deficit of nearly £300,000,000 with the Western Hemisphere, which cannot be set off against services from the other areas.

In presenting his review of the balance of payments position, the Chancellor of the Exchequer admitted there was absolutely no chance of arriving near a balance of visible exports with the United States. This had never been done since the time capital goods were exported for development purposes. British exports in the main are not readily acceptable in the United States. Great Britain has always relied on a three-cornered trade to achieve a balance, and must continue to encourage this system. The possibilities of closer economic integration with the Continent of Europe are now being considered.

Reserves of Foreign Exchange Dwindling

The external scene gives cause for anxiety, as the foreign exchange reserves do not allow much of a margin for manoeuvre. The growing difficulties of international commerce tend to narrow opportunities for exports, though bilateral agreements are being made to relieve the situation. Trade talks are now proceeding with Argentina, Egypt, the Netherlands and Yugoslavia, while an agreement was recently made with Sweden.

It is estimated that, by the end of this year, reserves of the sterling area will amount to £500,000,000, after bringing into account the first \$100,000,000 of the remaining United States credit and the balance of the gold obtained from South Africa under the existing gold contract.

At the beginning of 1948 there will be available in addition £75,000,000, representing the rest of the United States' credit, and £70,000,000, being the approximate amount of the undrawn part of the Canadian credit. In January, it is hoped that the £80,000,000 loan in gold from South Africa will also be available. No other accruals are in sight in early 1948.

Marshall Plan May Alleviate Situation

In the latter part of the year, however, some reduction in the drain on dollars may be expected if the Marshall Aid Scheme is put into operation. Any help from that quarter will be used to strengthen the foundations of the country's economic position rather than for any immediate alleviation of consumption standards. There is also a balance of £25,000,000 in the International Monetary Fund.

Against the above reserves the United Kingdom has external liabilities of £5,300,000,000, of which £3,550,000,000 represents sterling balances accumulated by creditors during the war. The sum of £855,000,000 represents existing liabilities in respect of the United States credit and £235,000,000 represents liabilities on the Canadian credit.

Heavy Drain on Gold and Dollar Reserves

Regarding the rate of drain on gold and dollar reserves since the suspension of convertibility in August, for the four weeks ended September 20, the weekly drain averaged more than \$90,000,000. In the following four weeks ended October 18, it fell to about \$65,000,000 and since then it has run at the rate of rather less than \$55,000,000 a week. These figures include transactions in gold. Considerable sales of gold have been made, and these will have to continue, although it is hoped at a diminishing rate, despite the release of the \$400,000,000 United States credit.

During October, £35,000,000 worth of gold was sold, of which £30,000,000 was in the United States. Receipts of gold were £12,200,000, of which a little over £10,000,000 was from South Africa, showing a net loss on gold of £22,800,000. In November, £47,800,000 worth of gold was sold, of which £40,000,000 was in the United States, and nearly £5,000,000 to Belgium. In the same month, £11,300,000 worth of gold was purchased, of which £10,000,000 came from South Africa, showing a net loss of £36,500,000. According to the Chancellor, it is impossible to continue drawing at this rate.

Some further reductions in the total figures of reserves are unavoidable in 1948. While the policy of reducing dollar imports is being brought into effect, the basic resources of the sterling area would have immediately to carry the whole shock of the present difficult world situation.

Substantial Increase Noted in Air Travel to Great Britain

Arrivals from North America during the first nine months of 1947 totalled 81,185, compared with 46,383 in nine-month period of 1946—Number of British subjects leaving for Canada in third quarter of year is lowest on record—One-fifth of travel between United Kingdom and the Continent by air.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, December 17, 1947.—Transatlantic travel by air between Great Britain and North America increased substantially during the first nine months of 1947, the total number of arrivals and departures being 81,185, compared with 46,383 in the April-December period of 1946. Approximately fifty per cent of the number arriving from North America by sea travelled by aircraft, indicating the phenomenal increase in popularity of this method of transportation since the war. It is not possible to determine the total number of passengers proceeding to North America by air, as a proportion travel via the Continent, though the following table shows the large increase in direct departures.

Air Travel between Great Britain and North America

	Arrivals from		Departures for	
	Canada	United States	Canada	United States
	1946			
April-June	1,533	5,354	1,288	5,979
July-September	1,524	6,427	1,612	7,043
October-December	1,080	5,487	1,429	7,627
Total	4,137	17,268	4,329	20,649
	1947			
January-March	420	2,962	1,028	6,642
April-June	2,737	11,232	3,060	12,984
July-September	3,493	10,561	7,535	18,530
Total	6,650	24,755	11,624	38,156

Substantial Decline in Departures for Canada

Six thousand British subjects left this country for Canada during July, August and September, which is the lowest figure for any corresponding peacetime period on record. The number travelling to Canada during the first nine months of this year was 14,566, compared with 51,000 in the same period last year. The decline is largely due to the heavy migration in 1946 of wives and children of service personnel, amounting to 42,321 over a period of nine months.

The number of British subjects going to the United States declined from 50,000 to 46,000 in the periods under review. Last year, there were only 5,200 passengers other than migrants, but this year the total was 32,000. Alien passengers leaving this country for the United States between January and September totalled 32,395 this year, compared with only 7,000 in the corresponding period of 1946. The number of aliens going to other countries, including Europe, was relatively small.

British passengers arriving in the United Kingdom from countries other than the Continent were 29,000 in excess of the number during the same nine months of 1946. The total from the United States increased from 11,000 to 29,100, while that for Australia rose from 5,000 to 7,250. There was a decline in the number arriving from India and Ceylon, the respective figures being 23,000 and 21,698. About 22,000 more aliens arrived in this country during the period under review, the number from the United States rising from 11,000 to 32,143.

The number of passenger journeys between the United Kingdom and the Continent of Europe during the first nine months of this year was more than double the total for the corresponding period of 1946, and about eighty per cent of the 1938 figure. Travel by air represented one-fifth of the total in 1947 and 1946. The following table, prepared by the British Board of Trade, indicates the traffic density between this country and the Continent:

Travel Between Great Britain and Continent

	January-September		1938
	1947	1946	
		Inward	
By sea	1,060,462	456,402	1,581,993
By air	234,748*	123,640	89,157
Total	1,295,210	580,042	1,671,150
		Outward	
By sea	1,043,690	502,850	1,538,908
By air	251,712*	123,430	81,360
Total	1,295,402	626,280	1,620,268

*Provisional.

Travel between Britain and countries other than European during the first nine months of this year was heavier than last year, the increase being 59,481. Arrivals and departures in 1947, 1946 and 1938 are as follows:

Travel to Countries Other than Continent

	January-September		
	1947	1946	1938
British arrivals	99,812	71,000	135,959
Alien arrivals	37,101	15,000	54,732
Total	136,913	86,000	190,691
British departures	137,197	153,000	116,386
Alien departures	36,371	12,000	63,402
Total	173,568	165,000	179,788

Canadian Trade With the Bahamas Stimulated During War Years

Wide variety of products made available to islands during first nine months of 1947, in which Colony celebrated tercentenary of its settlement—Relatively few items purchased by Canada, of which salt for fisheries is the principal—Importance of trade with British West Indies stressed in Ottawa Evening Post, of 1866.

By F. L. Casserly, Office of the Canadian Trade Commissioner

KINGSTON, December 15, 1947.—Although the Bahamas celebrated this year the tercentenary of their colonization by a company of adventurers from Bermuda, the development of trade between these islands of the Caribbean and Canada is of fairly recent origin. It commenced after the American Revolutionary War, which ended in 1783, but for several decades was of little consequence, as the population of the colony was relatively small. Many loyalists from the former American colonies of Britain settled in the Bahamas after 1783, coming from what is now Florida, Georgia, the Carolinas and New York, and the population increased to 16,413 in 1826. It is now approximately 70,000.

Because of the proximity of the United States, trade with that country has been of prime importance in modern times. The Bahamas Legislature encouraged by statute steam navigation between Nassau and the United States, and signed a contract with Samuel Cunard in 1859 for the carriage of mails between New York and Nassau. As recently as 1910, the Royal Commission on Trade Relations between Canada and the West Indies submitted that there was little prospect of an increase in trade between Canada, Bermuda, the Bahamas and British Honduras without adequate communication. For this reason, the Bahamas were not represented at the Canada-West Indies Conference of 1912, from which the first Canada-West Indies Trade Agreement resulted. Nor did the colony take advantage of the clause in that agreement, under which tariff concessions in Canada could have been secured.

Decision Taken to Provide Steamship Service

The Bahamas were invited to send representatives to the Canada-West Indies Trade Conference, held in 1920 in Ottawa, at which it was decided that a direct steamship service between Canada and the British

West Indies should be established and tariff preferences provided. The agreement then signed was superseded by that of 1925, which was wider in scope. The value of Canada's trade with the Bahamas has grown to a substantial extent. Goods valued at £131,677 were purchased from Canada in 1938, representing 11.5 per cent of the colony's total imports. Canada purchased goods valued at £36,191, which represented 24.4 per cent of the total exports from the Bahamas. Imports from Canada increased to £294,278 in 1941, and imports of Canadian flour in 1945 were valued at £166,724. The fact that Canada and the United States were the principal sources of supply during the war, when transatlantic transportation was difficult, is largely responsible for these high figures.

Editor's Note—Exports from Canada to the Bahamas for the nine months ended September, 1947, were valued at \$2,532,641, according to figures compiled by the Dominion Bureau of Statistics. Imports from the Bahamas during the same period were valued at \$434,136. It is not possible to compare these with figures for previous years, as Canadian trade with the Leeward and Windward Islands was included in the returns for the Bahamas prior to 1947.

Principal Canadian Exports to Bahamas

(January-September, 1947)

	(\$ Thousands)
Jams, jellies and preserves	20.0
Potatoes	23.0
Soups	11.2
Wheat flour	557.2
Vegetable cooking fats	96.3
Chocolate candy	19.6
Vegetable food products	10.3
Ale, beer and porter	52.6
Gin	15.5
Whisky	38.7
Wines	23.5
Canvas shoes, with rubber soles	17.0
Motor vehicle casings	11.6
Mixed feeds	19.5
Sardines in oil	17.6
Fresh beef and veal	134.4
Fresh mutton and lamb	52.3
Fresh pork	27.9
Bacon, hams, shoulders and sides	69.4
Pickled beef in barrels	38.0
Canned meats	37.1
Pickled pork in barrels	34.1
Butter	113.0
Condensed milk	89.6
Evaporated milk	87.7
Lard	22.8
Artificial silk fabrics	18.5
Full fashioned stockings	11.7
Planks and boards of Douglas fir	43.5
Red cedar shingles	19.1
Wood furniture	16.4
Freight automobiles (under one ton)	24.5
Freight automobiles (over one ton)	29.7
Passenger automobiles	65.5
Manufactured metals	11.6
Cement	13.2
Medicinal preparations	30.0
Paints	41.0
Soap	87.4
Settlers' effects	29.8

Principal Canadian Imports from Bahamas

(January-September, 1947)

	(\$ Thousands)
Fresh tomatoes	89.5
Pickles	39.2
Sponges of marine production	53.6
Salt for fisheries	198.0
Salt in bulk, n.o.p.	23.7

Markets Considered Before Confederation

Trade between Canada and the British West Indies was the subject of much discussion in this country immediately prior to Confederation, as indicated by a leading editorial in *The Evening Post*, published in Ottawa and dated May 17, 1866. Special reference is made to the desirability of establishing a steamship service between the British Colonies of North America and the British West Indies, and to the prosperity enjoyed by England as a result of the development by private interests of her trade with the East Indies and West Indies. The editorial follows:

It is reasonable to presume that the result of the late Commissioners' official visit to the West Indies and the British Colony of Guiana, in South America, will be laid before Parliament at its coming session. The papers containing the details of the labours of the Commissioners are looked for throughout the country with unusual interest, and they will, we have no doubt, constitute one of the most valuable and useful documents that have been laid before Parliament and the country since the reciprocity treaty with the United States was negotiated in 1854.

It is the hope that a large and profitable direct trade will be opened between the ports of Halifax, Montreal, Quebec, and perhaps, ultimately Toronto and Hamilton, and the West Indies, that has largely contributed to reconcile the people of Canada and of the Maritime Provinces to the abrogation of commercial reciprocity with the United States. Now, we do not anticipate that Parliament will take the subject up and act upon it during the next session, because in all probability it will be a short one, but more especially because the whole matter can be much more readily and satisfactorily disposed of after Confederation shall have been effected, and one and the same Parliament can act for all the Provinces as a unit, for the question of foreign trade relations will come wholly within the province of the Federal Parliament. Nevertheless, the Government may take upon itself to intimate its willingness to assist by the appropriation of an annual subsidy, and by all other proper means in its power, aid in the establishment of a line or lines of steamers, to ply regularly between some of the ports of the British Provinces of North America and the West Indies, for commercial and postal purposes. We are by no means the advocates of governmental subsidies to commercial and other enterprises in general. We think they as often check individual enterprises as encourage them, by inducing those who engage in them to rely more upon the generous and eleemosynary aid of the government than upon their own individual efforts. But we do think, in a great commercial enterprise like the establishment of a valuable trade between remote colonies, the aid of the government and of the public treasury may be very properly invoked.

Such a trade as it is hoped may be opened between the British Colonies of North America and the British West Indies, will confer unnumbered blessings upon both peoples, and, therefore, in order to give it a sufficient impetus at the commencement, when the greatest difficulties to be encountered will be the want of money, the whole people may very properly be called upon through their respective governments to contribute to the support of the enterprise. It is not probable that such subsidies would be required longer than for the first five years. For by the end of that time, if the trade should prove to be as large, as profitable, and important as anticipated, any lines of steamers that may be established, will have become not only self-sustaining but highly profitable investments to the proprietors; and the more men can be induced to rely upon their own efforts, the more likely they are to reap the fruits of success.

In so great a commercial enterprise, however, as that of establishing a large, new and direct trade between the tropical regions of the South and

these Northern Colonial dependencies, capital is the first grand requisite. Though our people have become comparatively wealthy, yet there are few heavy individual capitalists amongst us. The aggregate capital of these Provinces is large, but the individual possession of that life-blood of commerce is limited, as is always the case in new countries.

Unnumbered Blessings for Both Peoples

Under these circumstances what cannot be accomplished at all by isolated individual efforts, may be perfectly practicable to associated wealth and energy when judiciously directed. In order, therefore, to build steamers of the required capacity for the West Indies trade, and to develop and carry on that trade, it may be found expedient to form one or more companies or associations of capitalists, with a large capital divided into shares, of which anybody and everybody who have capital to spare may become purchasers. It was by this means, or those of a similar kind, that the immense trade between England and the East and West Indies was at first developed—a trade that, while it added almost beyond calculation to the wealth of the country, made England the proud mistress of the sea—an empire which she still retains in her possession. Descended from the same stock—the Isles men of the West—and possessing much of the energy, the enterprise, and that bold adventurous spirit which distinguished our British ancestors, and which characterized the earliest settlers of North America and the West Indies, we certainly have the best grounds to hope for a corresponding degree of success, if we resort to the same means to achieve it, which they employed a hundred years ago. Indeed, we have many advantages of which they were entirely ignorant. We have all the facilities at our command which modern art and science have developed, and we see no reason why the Maritime Provinces of British America, and the inland ports on the great lakes, may not rival, in time, the commercial grandeur and activity which were secured for London, Liverpool and Bristol, by the enterprise of the East and West India companies of associated merchants. Companies may be formed in Halifax, Quebec and Montreal, which, in a very short time, may divert all that trade with the West Indies in which we have an interest from New York and Boston, and give it to the first ports of Canada and the Maritime Provinces. This country then would become a rival of the United States, instead of being a mere dependant upon it in the carrying trade of the West Indies and the Atlantic States of South America. The golden fruit is within our reach, and all that is required is that our commercial capitalists shall exercise sufficient energy to stretch forth their hands and grasp the tempting prize.

New Bauxite Transfer Station in Trinidad

Port of Spain, December 15, 1947.—(FTS)—Construction of a new \$5,000,000 bauxite transfer station in Trinidad has commenced. It will be located at Carenage, near Port of Spain. Designed to facilitate the handling of bauxite from the mines in British Guiana, the station will have a storage capacity for 75,000 tons. Bucket conveyors will unload the shallow-draft shuttle vessels at the rate of 1,200 tons per hour, and load the northbound ships with bauxite for the United States at 2,000 tons per hour. Facilities for differentiating the three grades in storage—chemical, abrasive and metal-grade—also are being provided. This is the second transfer station in Trinidad, the one at Chaguaramas for handling bauxite from British Guiana to Canada having been in operation for several years.

Italy Provides Good Market for Lumber Formerly Supplied by Central Europe

*Prewar requirements amounted to 600,000 metric tons per annum—
Shortage of dollars relegates lumber to a second priority among
essential reconstruction needs.*

By J. P. Manion, Commercial Secretary, Canadian Legation

ROME, December 1, 1947.—Prior to the war, Italy's requirements in common lumber amounted to about 600,000 metric tons per year—considerably over 300,000 ft.b.m. A very large proportion of these requirements was supplied from Central and Eastern Europe, including Germany, Austria, Czechoslovakia, Poland, Yugoslavia and Rumania. Practically none of the supplies came from Scandinavian or other Baltic sources, and less than 10 per cent from North America.

Due to wartime destruction, Italy is unable to supply as much of her own requirements as before. Yet, her imports in 1946 were only 8 per cent of prewar imports, and during the first six months of 1947 amounted to about 15 per cent of a six-months' prewar supply. As before the war, however, the major proportion came from Central Europe. This is largely due to the fact that, in preparing compensation agreements with these countries, Italy exchanged lumber for fertilizers and other urgent requirements of those countries. They are not prepared to increase their present supplies to any appreciable extent, which means that, if Italy's total requirements are to be covered, they would have to come from entirely new sources.

Italian Imports of Lumber

(In metric tons)

	1938	1946	6 mos. 1947
Common woods—squared, sawn, etc. . .	569,133	47,776	82,891
Central Europe (including Germany) . .	481,729	28,358	54,094
Switzerland . . . . .	.....	7,348	1,213
United States	35,439	289	13,420
Canada	6,967	.....	.....
Other countries	44,998	11,781	14,164

All European countries could now take more than their prewar imports of lumber. If Italy could obtain about 600,000 metric tons, it would appear that little more than 100,000 tons could be obtained from Central Europe.

Since the Scandinavian and Baltic countries have never been economic suppliers in the Mediterranean area, such requirements would have to be found elsewhere. This opens up interesting prospects for the Canadian lumber industry, not only in Italy but in other countries of the Mediterranean basin. The satisfaction of such demand could well lead to long-term business, since no established interests would be adversely affected.

This is only one of many export opportunities of which Canadian exporters could take advantage, if it were not for the serious shortage of dollars. This relegates lumber to a second priority among essential reconstruction commodities. It might, however, be beneficial for Canadian lumber exporters interested in this market to establish representation through this office, in order to take full advantage of any opportunity which may arise in the future.

Australia Introduces Wheat Stabilization Plan, Subject to Approval of States

Scheme, similar to that adopted during war period, provides for payment of five shillings and twopence per bushel—Growers will contribute to fund for use in event of export price falling below minimum.

SYDNEY, December 15, 1947.—(F.T.S.)—Australia has introduced legislation for the stabilization of her wheat industry, but final approval of the scheme must be provided by the state legislatures. The plan is similar to that adopted during the war period, when the farmer was guaranteed three shillings and tenpence per bushel for bagged wheat, f.o.b. ports, and provision made for the grower to receive fifty per cent of any excess realizations, the other fifty per cent being paid into a fund for subsequent distribution should prices decline.

The Wheat Industry Stabilization Act, 1946, and the Wheat Export Charge Act, 1946, are designed for application during the five seasons, 1945-46 to 1949-50. Provisions of the plan are as follows:

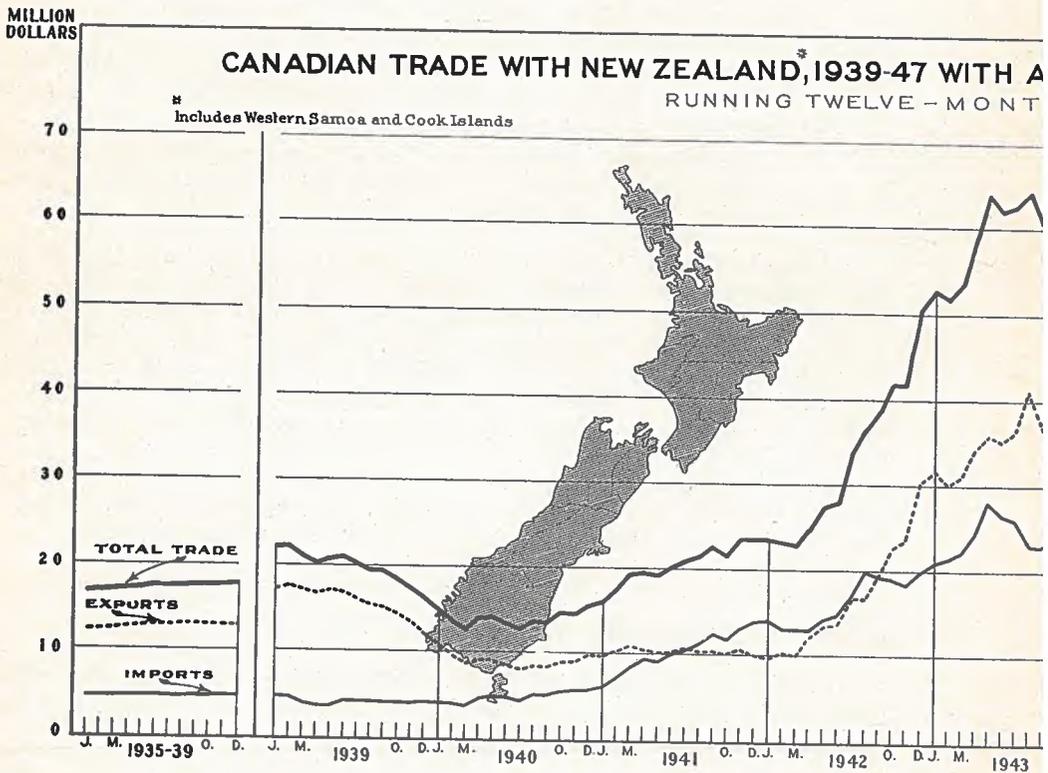
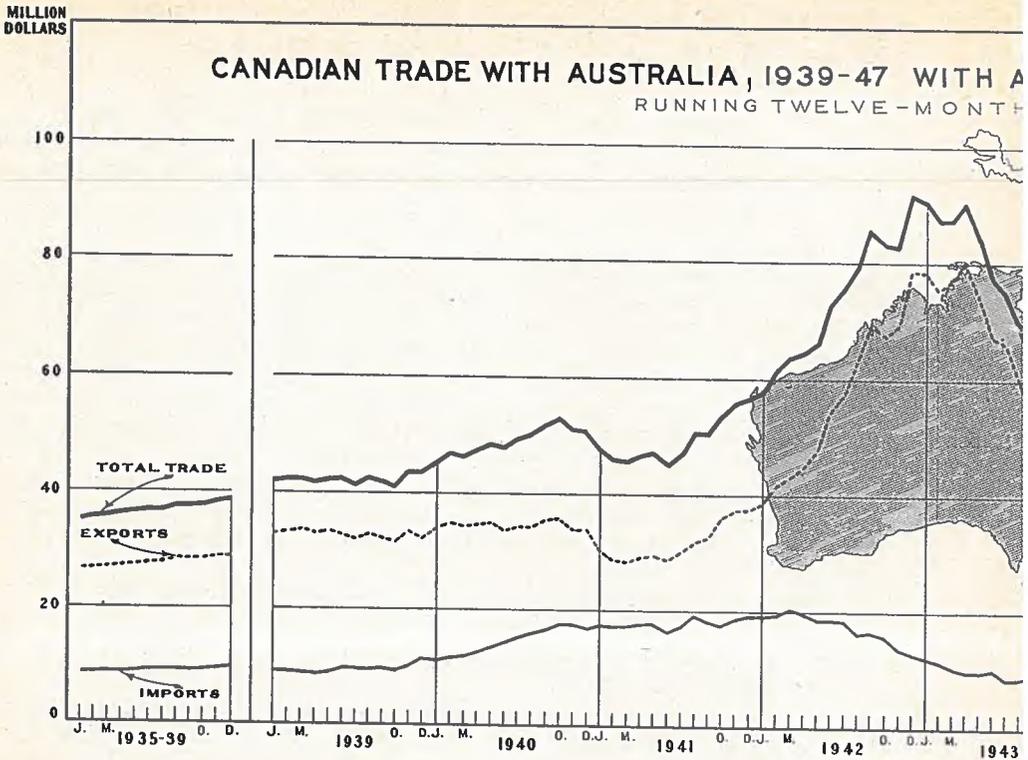
- (a) A price of five shillings and twopence (5/2) per bushel f.o.r. ports bagged for wheat consumed in Australia.
- (b) A guaranteed minimum price of 5/2 per bushel f.o.r. ports bagged for export.
- (c) When the export price exceeds the guaranteed minimum price, growers contribute to a fund to an amount not exceeding fifty per cent of the difference between the export price and the guaranteed price of 5/2 per bushel, but in no case shall the contribution to this fund exceed 2/2 per bushel.
- (d) When the export price falls below 5/2 per bushel, the fund will be used to provide the amount necessary to bring the export price up to 5/2 per bushel.
- (e) If the fund should be exhausted in any one year, the government undertakes to provide the necessary funds to bring the export price up to 5/2 per bushel.

Queensland and Tasmania, where wheat is not an important crop, have approved the stabilization scheme. South Australia and Western Australia have also approved the plan, provided that a poll of growers be held to determine the majority reaction. Farmers in South Australia have rejected the proposals, but no vote has been taken as yet in Western Australia. New South Wales has not introduced the necessary legislation as yet. It has been introduced by Victoria, but no action has been taken to implement the provisions.

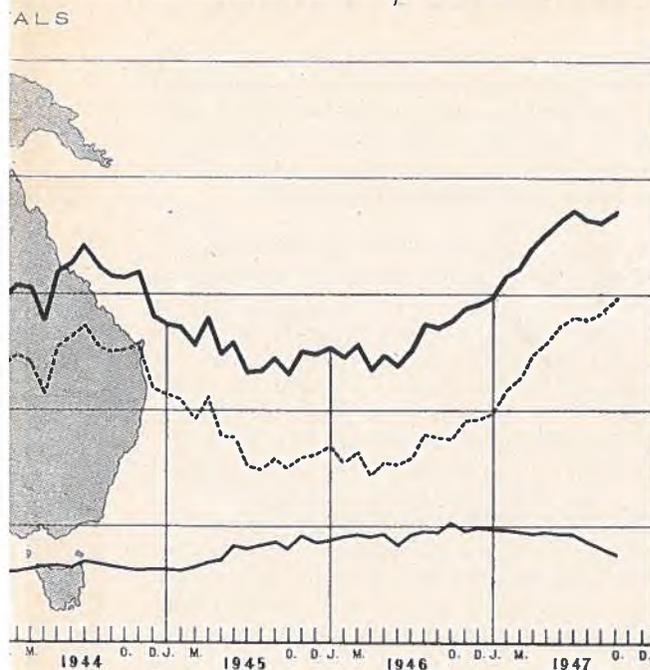
If the stabilization scheme is approved by the various states, provision must be made for the control of production, under state authority, which can be set in operation in the event of a world surplus of wheat.

Canadian Businessmen May Visit Germany

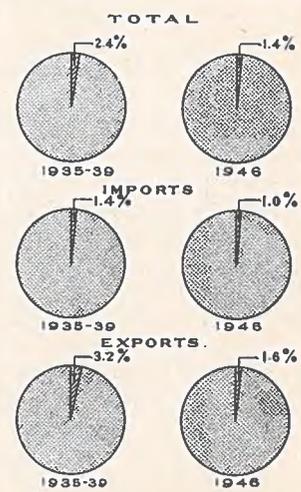
Frankfurt, December 15, 1947.—(F.T.S.)—The quota of Canadian businessmen permitted to visit Germany in January is 87. The same quota has been set for February.



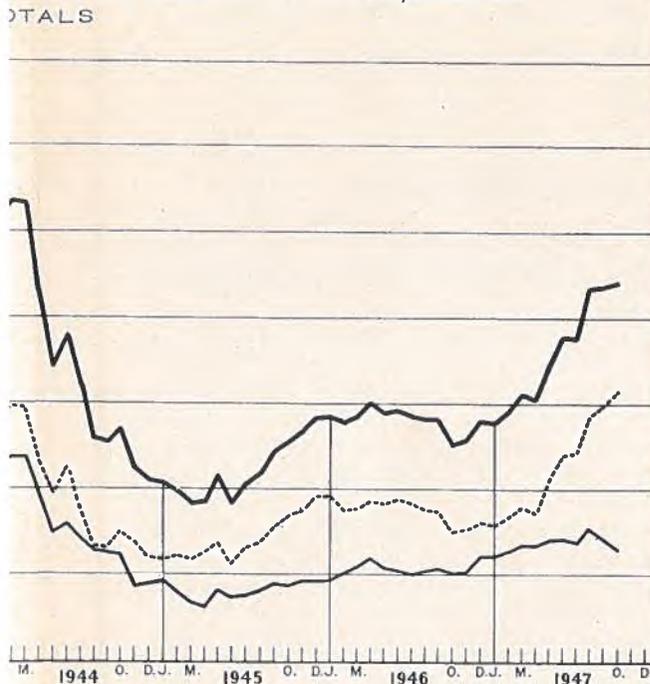
AGE FOR THE BASE PERIOD, 1935-39



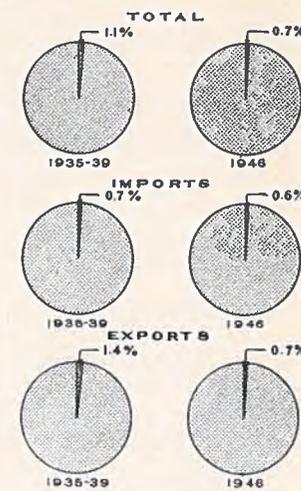
RELATIVE PROPORTIONS OF TRADE WITH AUSTRALIA TO TOTAL CANADIAN TRADE AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR



AGE FOR THE BASE PERIOD, 1935-39



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



New Zealand Requires Machinery For Industrial Expansion Plans

Wide range of machine tools, construction and food-processing equipment required for New Zealand's postwar industrial expansion—United Kingdom traditional supplier, but Canada may find market for some goods.

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

WELLINGTON, December 2, 1947.—Manufacturing in New Zealand has experienced a mushroom growth since 1936, as a result of government policy and the scarcity of war years. While local industry in many cases is most inefficient and uneconomic, it enjoys a highly protected market and consequently will survive as long as the Government pursues its present policy. The latest available figures show that there are 6,202 factories operating in New Zealand with a capital of £90,740,357 and employing 117,864. This gives an average number employed in each factory of about 19, although when current figures are available, it is expected the average will be even lower.

The extent of the New Zealand market for industrial machinery may be seen from an examination of import figures covering the past few years. Imports for 1946 show a substantial increase over previous years, and these figures reflect not only replacements which were unobtainable during the war, but also the growth of new industries and the extension of others. It should be kept in mind that values are not altogether comparable, due to the general rise in prices since the war.

New Zealand Imports of Machine Tools

	1936	1938	1943	1946
	£	£	£	£
<i>Metalworking Machinery—</i>				
United Kingdom	76,493	130,739	143,415	296,891
Palestine				20
Canada	3,319	5,953	2,936	5,828
Australia	33,626	37,752	41,439	141,109
Belgium				1,270
Sweden				38
Switzerland				1,129
United States	24,541	50,131	225,039	114,243
Total	147,798	254,322	413,265	560,528
<i>Woodworking Machinery—</i>				
United Kingdom	20,225	49,875	23,858	103,705
Canada	483	465	421	16,228
Australia	1,008	1,181	910	8,890
United States	6,516	14,720	20,845	21,220
Sweden				11,935
Total	31,694	85,797	46,034	161,978

When considering the New Zealand market for machine tools it should be kept in mind that the industry here could be described as a jobbing industry. The small population does not warrant large scale production, and factories with a battery of machine tools are practically non-existent. Products are turned out in small workshops employing very few men or larger factories adapted to the production of a wide range of articles on a part-time basis. This method of production precludes the purchase of high cost capital equipment which would be suitable for large scale production.

One of the major demands in the country is for "handicraft" tools. Whereas these tools in Canada are mainly used in private workshops by hobbyists, in New Zealand they constitute to a great extent the principal equipment of production for many small factories.

Small Machine Tools Required

Though there is a considerable demand for drilling machinery, radial drilling machines, planing and milling machines, the principal need is for small lathes and small "handicraft" tools. Some of the latter are crudely manufactured in New Zealand but local manufacture is considered to be only a makeshift. United States firms are doing an extensive business, particularly because they are able to supply a whole range of small machine tools. Importers have found that it is practically impossible to find a Canadian supplier who manufactures an extensive range.

It is significant that the shortages of coal and electricity in this country may result in a greater demand for oil-burning equipment. No specific trade figures are available, but oil burners of the jet pressure type are likely to be in demand.

There is considerable room for expansion in the imports of air compressing appliances, as there is a demand by the spray paint industry and service stations for equipment up to 10 to 15 cubic feet. The United Kingdom supplies the large industrial type but does not specialize in the smaller units. In the past, large industrial equipment in this country has been imported from the United Kingdom.

The brick and tile industry has grown, and fast moulding machines are required as well as heavy brick making machinery. Equipment for the manufacture of roof tiling may be required. It is interesting to note that a New Zealand firm has developed a process for the manufacture of cement tiles by a continuous process.

Market for Food Processing Machinery

The majority of animal food preparing machinery has been imported from the United Kingdom although recently pellet making machines were bought from the United States. Machinery for the preparation of food for human consumption is in extremely short supply and the local bakers, and butchers are anxious to obtain American made machinery. Food canning machinery is also required for the canning industry if it is to expand and attempt to enter the export market.

In the case of bakers' and confectionery machinery, the United Kingdom has, for the most part, a monopoly, although there is a potential market for bakers' ovens and mixers from Canada. Little further machinery is required for the manufacture of dried milk at present, unless the local industry can increase its sales abroad.

No heavy earth moving equipment is made locally and heavy Government purchases are anticipated in view of their roadmaking program. Some years ago road graders were made in New Zealand but were considered to be too heavy and complex, and production was not economic. The chief New Zealand requirements are bulldozers, scrapers, carry-all scoops, and dump wagons (bodies are made locally). Extensive tunnelling operations are also anticipated for New Zealand Railways and for government-owned mines. Chief items required will be underground electric locomotives and track, as well as scips, muckers and belt conveyors.

Canada May Find Markets for Essential Machinery

In the past it was difficult to establish Canadian machinery on this market because of the fact that British interests and exporters were firmly established in New Zealand. With the growth of new industries, however, particularly since the war, there has been considerable interest shown in Canadian machinery. While under present exchange conditions import licences will be granted only for essential commodities not available from sterling areas, consideration would be given to industrial machinery from Canada if the machinery is sponsored as essential by a local industry.

It should be recognized, however, that while some consideration will be given to essential industrial machinery from Canada, especially in cases where United Kingdom delivery dates are still indefinite, generally speaking New Zealand shall remain essentially a British market for industrial machinery.

Congestion in Customs Houses of Central American Ports Noted

Warehouses in Guatemala and Costa Rica filled to overflowing—Situation less serious in Nicaragua. Honduras and El Salvador—Shortage of rolling stock, much of which is used for storage of goods, contributes to congestion.

By C. B. Birkett, Canadian Trade Commissioner

(Editor's Note—The following two reports from Guatemala City and Buenos Aires, were obtained from Canadian Trade Commissioners in Latin America, on conditions in the principal ports, where congestion has given some concern to shippers and shipping companies. Previous reports on this subject were published in the December 13th and January 3rd issues of *Foreign Trade*.)

GUATEMALA CITY, December 5, 1947.—Congestion in the customs houses of the principal Central American ports, occasioned by substantial receipts of merchandise during 1947, is delaying the discharge of ships. The abnormal inflow of goods during the past year is attributed to the large orders placed one or two years ago, when supplies of all descriptions were difficult to obtain. In many instances, those orders were repeated to other suppliers in the hope that one would be executed. They are now all arriving more or less at once, and many merchants are, therefore, confronted with goods they do not want, due to already swollen inventories. Credit is tight, and they find it more convenient to leave their goods in the customs house, hoping to be able to clear them before the 180-day limit is reached.

As a result, the central customs houses in Guatemala City, and in San Jose, Costa Rica, are filled to capacity—indeed to overflowing. The situation in the other Central American republics is not nearly so serious, due to the fact that Nicaragua has severely restricted imports, El Salvador has adequate customs facilities, and Honduras has comparatively light imports.

Adding to the confusion in Guatemala and Costa Rica, labour conditions are such that the unloading of cars at the customs sheds is painfully slow. The result is that much rolling stock is being used for storage and is thus out of operation, just when the movement of large quantities of coffee to the ports should be in full operation.

Congestion Due to Slow Clearance of Goods

While, therefore, the effect is to produce congestion in the ports, the real cause is not the arrival of too many ships, but the very slow clearance of goods at the central customs houses. The actual port conditions would correct themselves were the customs houses cleared and the waiting rolling stock released.

An embargo has been in effect since November 22, 1947, on all incoming cargo at Puerto Barrios and San Jose, Guatemala, with the exception of drugs, medicines, newsprint and perishables. This embargo was imposed by the railway, which is unable to handle the traffic, due to the shortage of rolling stock. At this time, 150 cars are held up at the customs houses in these ports and in Guatemala City, serving the purpose of temporary warehouses. Inside the sheds are some 240,000 bales or crates awaiting clearance. This compares with 75,000 before the war, when customs officials claimed they were up to capacity. Unless drastic action is taken by the government to solve the problem, either by providing more storage space in a hurry, or by assisting the importer to pay his drafts and thus clear the goods, it will be several months before conditions return to normal. Overshadowing all is a threatened railway strike. If permitted, this would produce chaos.

It is reported there is presently no congestion of ships at Barrios. There are, however, several more than can be handled in reasonable time at San Jose.

Exchange Control in Costa Rica Responsible

Conditions similar to those obtaining in Puerto Barrios exist in Port Limon, Costa Rica, and for the same reason—congested customs houses. The customs situation, however, is attributed to Costa Rica's exchange control regulations more than to labour conditions and greatly swollen imports. As most goods have been arriving for payment on a sight draft basis, and most foreign manufacturers and shippers have refused to permit their agents or customers to deposit colones to retire the documents, the merchandise must stay in customs until the Exchange Control Board has passed the drafts for payment in dollars abroad. On essential goods, this takes from three to five months. On second category goods, the delay stretches sometimes, depending on the foreign exchange available, to nine months or a year. As foreign suppliers have to wait for their money anyway, it has been suggested unofficially that they permit their agent or customer, under certain safeguards, to deposit colones against documents, and thus facilitate the clearance of customs sheds. The problem, however, is generally regarded as one for government action.

Another factor contributing to the congestion is a shortage of labour at the customs sheds, caused mainly by arrearages in pay, and insufficient pay to the workers. Some improvement in this respect has been reported, but it is not expected that these employment conditions will be corrected until well after the presidential elections in February, 1948.

Conditions in Puntarenas, Costa Rica; Corinto, Nicaragua; and La Liberad, El Salvador, are regarded as fairly satisfactory.

Direct Parcel Post Service to Fiji Resumed

The direct parcel post service from Canada to Fiji has been resumed, and parcels are now accepted for despatch by direct steamship, as well as via the United States.

Cargoes Being Cleared More Quickly Through Port of Buenos Aires

Surcharge on rates to and from River Plate reduced as result of recent improvement—Congestion caused by slow unloading, and use of ships as warehouses.

By R. E. Gravel, Assistant Commercial Secretary

BUENOS AIRES, December 15, 1947.—Congestion in Buenos Aires improved sufficiently by the end of November to encourage the reduction of surcharges on rates to and from the River Plate. Surcharges on the southbound cargo were reduced from 35 to 25 per cent.

This improvement has been due principally to the energetic way with which the new Port and Customs Interventor has set about the task of speeding up port labours and decentralizing export and import activities. However, in spite of the improvement in the handling of the port, Buenos Aires still presents a scene of hectic activity such as has not been witnessed since many years. Arrivals are again far outnumbering departures, and it is feared that the renewed congestion may lead to a serious slowing down of operations. On November 21, there were no fewer than 142 vessels in the port of Buenos Aires alone, and crowded quays were a feature at other ports as well. The foreign purchases of the Trade Promotion Institute have become a definite factor in the congestion of the port, in view of the slowness with which the Institute (I.A.P.I.) takes delivery of the goods, and its tendency to use the carriers as warehouses on arrival in Buenos Aires.

Favourable Impression Created in South Africa by Trade Mission From Canada

Appreciation expressed in resolution of Natal Chamber of Industries and in many letters from leading businessmen—Visit made at appropriate time, when Canada's position could be explained.

By J. H. English, Commercial Counsellor for Canada

JOHANNESBURG, November 12, 1947.—Canada's trade mission to South Africa and Southern Rhodesia created a favourable impression, and will do much to strengthen the strong bonds of friendship that already exist. The timing of the mission was almost perfect. It coincided largely with the dollar crises of the sterling area, with the imposition of import controls in Southern Rhodesia and with a rise in pro-British sentiment, which favoured the restriction of trade with the hard currency area. The presence of the trade mission at that particular time, providing for speeches and press interviews that explained Canada's position, was timely and most helpful.

Although the principal objective was one of goodwill, and this was entirely successful, most members of the mission found it possible to have private business discussions as well. The arrangements made for personal talks and discussions with government and business executives were both useful and successful, although there was some regret that the crowded program did not give sufficient time for more private meetings.

Since the departure of the mission, a flood of commendatory letters and verbal comments has been received, typical of which was one from the Natal Chamber of Industries, which passed the following resolution: "At the last meeting of the executive committee of this Chamber, I was directed to express, through you, to the leader and members of the Canadian Trade Mission, the warm appreciation of the Natal Chamber of Industries for the mission's visit to Durban. There is no doubt, in the minds of the members of my executive, that the visit was a great success, and that it has done much to draw attention to the need for a closer co-operation between our two countries."

The Canadian Trade Mission was the first of the kind ever to visit South Africa or Southern Rhodesia, and the interest created will in all probability result in a return visit being paid to Canada in due course. During the war years, a number of small delegations of South African officials paid visits to Canada for the purpose of special investigations, but never has a South African trade mission been to Canada. Meanwhile, it is understood that Mr. W. Heckroodt, deputy general manager of the South African Railways and Harbours, will visit Canada during 1948, possibly in August or September.

Norwegian Fisheries Industry Well On Way to Recovery

Statistics for 1946 indicate total catch amounted to 835,000 tons valued at 200 million kroner, the highest value in her history—Though volume of catch greater than previous year, it was a little less than prewar average—Season successful in almost all respects.

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

(Editor's Note—This is the fifth in a series of articles on economic conditions in Norway, prepared by Mr. MacDonald. The first four appeared in the November 1st, November 15th, December 13th, and January 3rd issues of *Foreign Trade*.)

(One krone equals .2015 Canadian dollars)

OSLO, October 14, 1947.—(FTS)—The total Norwegian fisheries catch in 1946 was estimated at 835,000 tons with a total value of 200 million kroner. This was about 100,000 tons more than in 1945, or somewhat lower than for the last few years before the war. But, the value of the catch in 1946 was the largest ever recorded. Most of the important fisheries turned out very well, and prices and distribution possibilities were satisfactory. The shortage of fishing equipment caused some difficulties, however, particularly on the Finnmark coast, the summer herring fisheries yielding a poor catch.

The cod fisheries yielded an exceptionally large catch in 1946, the Lofoten fisheries alone totalling 128,769 tons. This was only about 1,500 tons less than for the record year 1929, and almost twice as large as in 1945. The total catch of all cod fisheries amounted to 169,347 tons. The maximum number of men engaged in the Lofoten cod fisheries during the winter of 1945-46 totalled 21,000 as against 32,000 in the last ten prewar years. The individual profits varied from 2,000 to 8,000 kroner for men engaged in net fishing, and from 1,000 to 3,000 kroner for men

engaged in long-lining. The total value of the cod fisheries, at first hand, was estimated at approximately 44 million kroner. Of the total catch of the Lofoten fisheries, 39,711 tons were dried, 77,690 tons salted, 6,974 tons utilized in the fresh condition and 4,095 tons were filleted. There were also produced 77,204 hectolitres of cod liver oil, 54,171 hectolitres of salted roe and 9,488 hectolitres of fresh roe. The cod fisheries in distant waters also yielded a good catch, but very few fishermen participated.

In the fisheries off Bjornoya only five or six Norwegian boats participated, the normal prewar being five times as large, and only one Norwegian boat took part in the Iceland fisheries, and only one in the fisheries off Greenland.

The winter season of the herring fisheries was concluded on March 30, 1946, the total catch amounting to 3,822,000 hectolitres. This was larger than for any of the war years from 1941 to 1945, and 63,000 hectolitres larger than in 1945, which was the best herring year during the war. This total catch of winter herring, however, fell considerably short of the really good years on record. During the last few years the total quantities of winter herring landed were as follows:

Norwegian Winter Herring Catch

	Hectolitres
1938	5,328,000
1939	4,343,000
1942	2,725,000
1943	2,456,000
1944	3,227,000
1945	3,759,000
1946	3,822,000

The winter herring fisheries started exceptionally late in 1946, but once begun the result was very satisfactory. The season for sixth-year herring was concluded on February 15, the total catch of this type of herring amounting to 1,374,000 hectolitres.

The beginning of the spring herring season was not too promising as the weather was unfavourable. The total catch of the spring herring fisheries amounted to 2,448,000 hectolitres, which was quite satisfactory considering the shortness of the season. A somewhat larger catch had been expected, however, as the participation in these fisheries was 30 to 40 per cent larger than in the previous year.

The average prices for winter herring in 1946 were kroner 13.25 per hectolitre for purse-net herring, and kroner 11.73 per hectolitre for ordinary net herring. The total value of the catch was estimated at approximately 47 million kroner, this being a decrease of approximately 14 million kroner as compared with 1945, due to the lower prevailing prices. The following table indicates the utilization of the catch of winter herring in 1946, 1945 and the record year 1938.

Distribution of Norwegian Winter Herring Catch

	1946	1945	1938
	('000 Hectolitres)		
Total catch	3,822	3,759	5,316
Exported fresh	568	467	880
Salted	808	742	283
Delivered to factories	2,086	2,030	3,820
Canned	185	168	116
Used as bait	79	51	85
Fresh, consumed locally	95	301	132

The remarkable reduction in the local consumption of fresh herring in 1946, as compared with 1945, is undoubtedly due to the reaction of the public against the previously enforced consumption necessitated by the war.

The fat herring and small herring fisheries experienced several good seasons during the war, and the catch was also good during the spring and summer months of 1946. The autumn months, however, showed less satisfactory results owing to unfavourable weather conditions. On November 2, the total catch of fat herring amounted to 269,000 hectolitres as compared with 308,000 hectolitres for the whole of 1945, and the catch of small herring totalled 566,000 hectolitres as compared with 1,344,000 hectolitres in 1945. The 1946 catch (up to November 2) was utilized as follows:

Distribution of Norwegian Fat and Small Herring Catch, 1946

	Fat herring ('000 Hectolitres)	Small herring ('000 Hectolitres)
Total catch	269	566
Exported fresh	23	8
Salted	43	12
Canned	0.5	21
Delivered to factories	168	450
Used as bait	22	38
Fresh, consumed locally	12	7

In 1946, the number of Norwegian fishing vessels participating in the herring fisheries off the coast of Iceland amounted to 145, the total catch being 109,000 barrels. The brisling catch was that of an average year, amounting to 13,860 tons as compared with 7,500 tons in 1945.

Very few exact figures are available as regards the 1946 catch of other types of fish. As regards the mackerel fisheries, participation was normal, but the supplies of equipment were poor. The total catch amounted to 7,250 tons, the greater part of which was distributed fresh, locally, while some of the catch was salted, and some frozen. The catch of coalfish was also satisfactory, but part of the catch was full of parasites and thus unsuitable for refrigeration or freezing. The deep-sea fisheries yielded a large catch, with over 100 vessels participating. The Greenland shark fisheries off Spitsbergen were a failure, while the porbeagle fisheries in the North Sea yielded a good catch. The fishing of lobster on the West Coast of Norway has never been carried on so intensely as in 1946, and the prices were good. During the first half year, the total catch amounted to 274,000 kilograms, valued at 2,083,000 kroner, the average price thus being 7.61 kroner per kilogram. The crab fisheries during the autumn also yielded a good catch. During the spring the shrimp catch was much larger than the local market could consume, and at the same time the lack of tins prevented canning for export. The catch was subsequently regulated by means of quotas, this resulting in more satisfactory market conditions. The catch of seal was satisfactory off the coast of Greenland, but not so good off the coast of Spitsbergen.

Exports of Most Types of Fish Increase

During the months January to September, 1946, the total value of the exports of fish and fish products amounted to 250 million kroner, as compared with 59 million for the same period of 1945. These figures do not include the exports of herring meal and other fish-meal, cod liver oil and salted cod's roe, as these articles are classified under other groups in the export statistics.

The exports of fresh herring increased from 43,594 tons for the period January to September, 1945, to 52,169 tons for the same period of 1946. The exports of salted herring increased enormously, totalling 92,662 tons for the period in question, as against 11,067 tons in 1945. The salted herring exports have not reached such a high figure since 1930. The

exports of herring meal and other fish-meal are still very small as compared with prewar years, amounting to only 6,753 tons for the months January to September, 1946. The corresponding figures for 1945 were 2,375 tons, and for 1939 approximately 50,000 tons. During the period in question the exports of other fresh fish increased from 12,707 tons in 1945 to 19,122 tons in 1946. As far as salted fish is concerned, these exports are now much larger than they have ever been, in 1946 totalling 31,878 tons, in 1945 during the same period 2,599 tons, and 10,761 tons for the whole of 1939. The exports of salted cod's roe totalled 3,276 tons in 1946 for the period in question, and 1,955 tons for the same period in 1945. In the case of filleted codfish, however, exports declined considerably, from 10,757 tons in 1945 to 4,181 tons in 1946.

Many Exports Still Below Prewar Level

The exports of stockfish and klipfish, which during the war were at a minimum, are steadily increasing, but are still considerably below the prewar level. The total annual exports of stockfish increased from 3,083 tons in 1945 to 12,393 tons in 1946, while the annual exports of klipfish increased from 50 tons to 27,270 tons. In the case of canned fish, the exports for the whole of 1946 totalled 26,023 tons, as against 4,860 tons in 1945, while the 1939 figure amounted to 36,111 tons. The exports of cod liver oil, which for the whole of 1945 only totalled 17,288 hectolitres, rose to 191,192 hectolitres in 1946, this figure, however, still being far from the prewar level, the total exports for the year 1939 being 550,233 hectolitres.

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.**

Trees in Trinidad Suitable for Plywood Treatment

Port of Spain, December 15, 1947.—(FTS)—Preliminary tests indicate that several of the tree species in Trinidad show distinct possibilities for the manufacture of veneers and plywoods. During the war, tests were conducted in the United States with "White Olivier", but the high cost of such a test has forced the Forestry Department to secure a peeling lathe and operator. With this equipment, it will be possible to conduct full scale tests in Trinidad. This is part of a long range policy of utilizing the colony's extensive forest resources for the development of secondary industries.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, with a view to establishing connections that will assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce
Belleville—Chamber of Commerce. **Pembroke—Chamber of Commerce.**
Gananoque—Chamber of Commerce. **Renfrew—Board of Trade.**
Kingston—Chamber of Commerce. **Toronto—Can. Manufacturers' Association.**
Montreal—Montreal Board of Trade.

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)

Toronto—January 10-28.

Belleville and Batawa—January 29.

Kingston—January 30.

Gananoque—January 31.

Montreal—February 2-21.

Pembroke—February 23.

Renfrew—February 24.

Ottawa—February 25-28.

German Industrial Plants Made Available As Reparations to the Western Allies

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

- 1099—Union, Robert Temme & Co., Part I, at Hameln-Weser/Hannover. This plant produces light metal goods, spark plugs, ignition systems, etc. Machinery includes automatic lathes, engine lathes, cylindrical grinding machines, milling machines, electric induction furnaces, and horizontal hydraulic extrusion presses. War damage is slight. Bid date, Feb. 13, 1947.
- 1246—Bochumer Verein at Bochum/N.-Rhein-Westf. This plant produced boiler jackets, water chambers and cylinders for all purposes. Machinery includes hydraulic rapid forging presses, pusher type furnaces and hydraulic pushing devices for annealing furnaces, upright ball thrust hardness testers and various types of lathes. War damage is slight. Bid date, Feb. 13/47.
- 2030—Usine Souterraine at Bleialf. Machinery includes grinding machines, lathes and horizontal milling machines. War damage is heavy. Bid date, Feb. 13/47.
- 2031—Souterraine de Treis at Treis. Machinery includes compressors, transformers and electric motors. Damage is slight. Bid date, Feb. 13/47.
- 2077—Dornier-Werke G.M.B.H. at Langenargen. Machinery includes drills, circular sawing machines. No war damage. Bid date, Feb. 13/47.

Australia Cancels Proportion of Import Licences in Effort to Save Dollars

Total of £17,000,000 of those recalled for review are involved—Ceiling value placed on new licences for imports from dollar sources up to June 30, 1948—Special consideration given to major items, such as newsprint, automobile chassis, tobacco, gasoline and films.

SYDNEY, December 5, 1947.—Australia has taken further drastic measures to reduce dollar expenditures on imports. Commenting on this situation, the Right Hon. J. B. Chifley, Prime Minister, declared that the position was so serious that his government had recalled for review £A52,000,000 (approximately \$169,000,000) worth of dollar import licences, and had decided to cancel £A17,000,000 (approximately \$55,250,000) of the total. A ceiling figure had been placed on the value of new licences to be issued for the importation of goods from dollar sources up to June 30, 1948. Major items, such as newsprint, automobile chassis, tobacco, gasoline and films were being dealt with separately, and specific proposals for further economies in these items were to be submitted to the cabinet for consideration.

Despite action already taken and that proposed, it was probable that imports from Canada and the United States during 1947-48 would be about £A90,000,000 (approximately \$292,500,000). A marked decline in dollar imports during the second half of the financial year was expected, and imports from the dollar area during the 1948 calendar year would be reduced to a level approximating dollar earnings.

Establishment of Quotas Considered

It was proposed to establish quotas for the various classes of dollar imports within a budget ceiling for 1948-49. Details of the new procedure are now under consideration, the Prime Minister indicated. He expressed regret over the inconvenience and hardship caused by the cancellation of licences. It would have general support, however, as any failure to reduce Australia's dollar expenditure would inevitably increase the hardship presently endured by people of the United Kingdom.

During discussions in London, following the suspension of convertibility of sterling on August 20, Great Britain requested that Australia undertake to live within its current dollar income, and to make no net claim on the United Kingdom for dollars. The Australian Government was unable to give such a rigid undertaking, the Right Hon. Mr. Chifley explained, since Australian dollar earnings varied widely from year to year. If its dollar income should decline materially, it might be unable to carry out such an undertaking without causing dislocation to Australian industry.

Australia undertook to co-operate with Great Britain in reducing dollar expenditures to the fullest extent practicable. Early in October, all outstanding dollar import licences, except for certain commodities covered by special arrangements, were recalled for review. An inter-departmental committee was appointed to examine the figures obtained from the review, and to make recommendations on the steps necessary to reduce dollar imports in 1947-48 to a level that could be financed.

It was indicated that, despite the dollar cuts in September, outstanding commitments were so high that imports from Canada and the United States during 1947-48 would exceed £A100,000,000 (approximately

\$325,000,000), as compared with £A63,000,000 (approximately \$204,750,000) for 1946-47, in the absence of further restrictive measures. Imports during the first four months of 1947-48 were valued at £A41,000,000 (approximately \$133,250,000). Even if 1947-48 dollar earnings reached the 1946-47 level, imports of more than £A100,000,000 would result in the deficit for 1947-48 being much greater than in the previous year, despite the sale of the current gold output.

Trade and Tariff Regulations

Argentine Insurance Law in Force

Buenos Aires, December 22, 1947.—(FTS)—Regulations for the administration of the Argentine insurance law, passed last June, have just been issued. Article 14 of the law provides that insurance for goods imported into Argentina must be covered by Argentine insurance companies when the transport risk is for the account of the receiver, and insurance for exported goods must likewise be covered when the transport risk is for the account of the sender. Stiff penalties are provided for infringement of this requirement. Enforcement of the law has been held in abeyance pending the issue of regulations for its implementation.

Article 44 of the new regulations provides that, in order to give effect to Article 14 of the law, customs house and port authorities will require importers and exporters to state, by sworn declaration, whether or not the goods have been insured. Where necessary a copy of the insurance policy must be produced along with the bill of lading. Under Article 46, Consuls and Vice-Consuls of Argentina abroad will only legalize such consular and commercial invoices as show the different sums involved specified as follows: (1) cost, (2) insurance, (3) freight and (4) other expenses.

Free Market Rate of Peruvian Sol Reduced

Lima, December 29, 1947.—(FTS)—Effective December 22, and until further notice, the maximum rate at which free market exchange may be sold by banks and exchange brokers has been set at 10 soles to the United States dollar, in accordance with a circular issued by the Superintendent of Banks. A further notice was published today, definitely stating the Government's intention to bring the free market rate of exchange down to the same level as the official rate of exchange, which is to be 6.50 soles to the dollar.

Exporters Urged to Furnish Accurate Information

Port of Spain, December 15, 1947.—(FTS)—Canadian exporters to Trinidad and other islands of the British West Indies are again urged to give careful attention to the completion of their certificates of origin. As indicated in the September 13, 1947, issue of *Foreign Trade*, goods of United States manufacture have been shown as goods wholly manufactured in Canada. False entries of this nature involve the importer in serious difficulties with customs authorities. Besides having to pay increased duties, they are subject to heavy fines. Canadian firms requiring assistance in the preparation of forms should communicate with the Foreign Tariffs Branch, Department of Trade and Commerce, Ottawa.



Ocean-Going Sailing Schedules

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

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

Departures from Halifax

*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques...	January 25	<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
Africa-South—			
Cape Town.....	January 25	<i>Cumberland County</i>	March Shipping
Port Elizabeth.....	February 15-20	<i>Hants County</i>	March Shipping
East London.....	February 15-20	<i>Yarmouth County</i>	March Shipping
Durban.....			
Africa-West—			
Dakar.....	January 12-15	<i>Belya</i>	Furness Withy
Argentina—			
Buenos Aires.....	January 25	<i>Brazilian Prince</i>	Furness Withy
Belgium—			
Antwerp.....	January 14	<i>Sein</i>	Furness Withy
Antwerp.....	February 11-12	* <i>Beaconsfield</i>	Cunard Donaldson
Brazil—			
Rio de Janerio.....	January 25	<i>Brazilian Prince</i>	Furness Withy
Santos.....			
Ceylon—			
Colombo.....	January 15	<i>Lakeside</i>	March Shipping
Colombo.....	February 10	<i>Seaside</i>	March Shipping
China—			
Shanghai.....	January 15	<i>Lakeside</i>	March Shipping
Shanghai.....	February 5	<i>Achilles</i>	Cunard Donaldson
Shanghai.....	February 10	<i>Seaside</i>	March Shipping
Denmark—			
Copenhagen.....	January 14-20	<i>Tidaholm</i>	Swedish American
Copenhagen.....	January 22-29	<i>Sparreholm</i>	Swedish American
Egypt—			
Port Said.....	February 13-15	<i>Rempanj</i>	Cunard Donaldson
Suez.....	March 12-14	<i>Welleveden</i>	Cunard Donaldson

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Finland—			
Helsinki.....	January 14-20	<i>Tidaholm</i>	Swedish American
Helsinki.....	January 22-29	<i>Sparreholm</i>	Swedish American
France—			
Le Havre.....	January 14	<i>Sein</i>	Furness Withy
Germany—			
Hamburg.....	February 11-12	* <i>Beaconsfield</i>	Cunard Donaldson
Gibraltar.....	January 20	<i>Mont Gaspe</i>	Montreal Shipping
Greece—			
Piraeus.....	January 20	<i>Marchport</i>	Montreal Shipping
Hong Kong.....	{ January 15 February 5 February 10	<i>Lakeside</i> <i>Achilles</i> <i>Seaside</i>	March Shipping Cunard Donaldson March Shipping
Iceland—			
Reykjavik.....	January 15-20	<i>Trueknot</i>	F. K. Warren Co.
India and Pakistan—			
Bombay.....	January 15	<i>Lakeside</i>	March Shipping
Calcutta.....	February 10	<i>Seaside</i>	March Shipping
Madras.....			
Italy—			
Genoa.....	January 20	<i>Mont Gaspe</i>	Montreal Shipping
Naples.....			
Venice.....	January 20	<i>Marchport</i>	Montreal Shipping
West Coast Ports.....	{ January 20 January 20	<i>Mont Gaspe</i> <i>Marchport</i>	Montreal Shipping Montreal Shipping
Malayan Union—			
Penang.....	January 22-29	<i>Jacob Luckenback</i>	Cunard Donaldson
Port Swettenham.....	February 13-15	<i>Rempang</i>	Cunard Donaldson
	March 12-14	<i>Welleveden</i>	Cunard Donaldson
Malta.....	January 20	<i>Marchport</i>	Montreal Shipping
Mediterranean—			
Central and Western Areas....	{ January 20 January 20	<i>Mont Gaspe</i> <i>Marchport</i>	Montreal Shipping Montreal Shipping
Morocco—			
Casablanca.....	{ January 16 January 20	<i>Mont Gaspe</i> <i>Marchport</i>	Montreal Shipping Montreal Shipping
Netherlands—			
Amsterdam.....	February 11-12	* <i>Beaconsfield</i>	Cunard Donaldson
Rotterdam.....			
Netherlands East Indies—			
Batavia.....	January 22-29	<i>Jacob Luckenback</i>	Cunard Donaldson
Cheribun.....	February 13-15	<i>Rempang</i>	Cunard Donaldson
Samarang.....	March 12-14	<i>Welleveden</i>	Cunard Donaldson
Soerabaya.....			
Newfoundland—			
St. John's.....	January 10-13	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	January 12	<i>Island Connector</i>	Newfoundland Canada Steamships
St. John's.....	January 13	<i>Fort Townshend (r)</i>	Furness Withy
St. John's.....	January 14	<i>Blue Cloud</i>	Montreal Shipping
St. John's.....	January 16-19	<i>Mayfall</i>	Shaw Steamships
St. John's.....	January 20	<i>Fort Amherst (r)</i>	Furness Withy
St. John's.....	January 21	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	January 22	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	January 23	<i>Blue Cloud</i>	Montreal Shipping
St. John's.....	January 29	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	February 2	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	February 13	<i>North Pioneer</i>	Clarke Steamships

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Opera'or or Agent
Norway—			
Oslo.....	January 14-20	<i>Tidaholm</i>	Swedish American
Stavanger.....	January 22-29	<i>Sparreholm</i>	Swedish American
Bergen.....			
Philippines—			
Manila.....	February 5	<i>Achilles</i>	Cunard Donaldson
Poland—			
Gdansk.....	January 14-20	<i>Tidaholm</i>	Swedish American
	January 22-29	<i>Sparreholm</i>	Swedish American
Portugal—			
Lisbon.....	January 20	<i>Mont Gaspe</i>	Montreal Shipping
St. Pierre et Miquelon	January 10-13	<i>Mayhaven</i>	Shaw Steamships
	January 16-19	<i>Mayfall</i>	Shaw Steamships
Singapore	January 15	<i>Lakeside</i>	March Shipping
	February 10	<i>Seaside</i>	March Shipping
	February 13-15	<i>Rempang</i>	Cunard Donaldson
	March 12-14	<i>Welter den</i>	Cunard Donaldson
Sweden—			
Gothenburg.....	January 14-20	<i>Tidaholm</i>	Swedish American
Malmö.....	January 22-29	<i>Sparreholm</i>	Swedish American
Norrköping.....			
Stockholm.....			
Trieste	January 20	<i>Marchport</i>	March Shipping
United Kingdom—			
Avonmouth.....	January 13	<i>Montreal City</i>	Furness Withy
Avonmouth.....	January 27	<i>Pacific Stronghold</i>	Furness Withy
Liverpool.....	January 15	<i>Empress of Canada</i> (r)	Canadian Pacific
Liverpool.....	January 23-30	<i>Port Sydney</i> (r)	Cunard Donaldson
Liverpool.....	February 6	<i>Ascania</i> (r)	Cunard Donaldson
Liverpool.....	March 12	<i>Ascania</i> (r)	Cunard Donaldson
London.....	Jan. 29-Feb. 5	<i>Vasconia</i> (r)	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
Uruguay—			
Montevideo.....	January 25	<i>Brazilian Prince</i>	Furness Withy
West Indies—			
Antigua.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Antigua.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
Bahamas.....	January 22	<i>Canadian Challenger</i>	Canadian National
Barbados.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Barbados.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	Jan. 24-Feb. 2	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Bermuda.....	January 9-18	<i>Alcoa Planter</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.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
British Guiana.....	January 9-18	<i>Alcoa Planter</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.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Dominica.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Dominica.....	Jan. 25-Feb. 2	<i>Canadian Constructor</i> (r)	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Grenada.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Grenada.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	Jan. 24-Febr. 2	<i>A Ship</i>	Alcoa Steamships
Grenada.....	Jan. 25-Febr. 2	<i>Canadian Constructor</i> (r)	Canadian National
Jamaica.....	January 12-26	<i>A Ship</i>	Pickford and Black
Jamaica.....	January 22	<i>Canadian Challenger</i>	Canadian National
Jamaica.....	February 10-13	<i>Dufferin Bell</i>	Pickford and Black
Montserrat.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Kitts.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Kitts.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	Jan. 24-Febr. 2	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	Jan. 25-Febr. 2	<i>Canadian Constructor</i> (r)	Canadian National
St. Lucia.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Lucia.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	Jan. 24-Febr. 2	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....	Jan. 25-Febr. 2	<i>Canadian Constructor</i> (r)	Canadian National
St. Vincent.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Vincent.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	Jan. 24-Febr. 2	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	Jan. 25-Febr. 2	<i>Canadian Constructor</i> (r)	Canadian National
Trinidad.....	January 10-17	* <i>Lady Rodney</i> (r)	Canadian National
Trinidad.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	Jan. 24-Febr. 2	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	Jan. 25-Febr. 2	<i>Canadian Constructor</i> (r)	Canadian National

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques.....	{ January 14-24 February 4-14 February 17-27	<i>Belwoods Park</i> <i>Cambray</i> <i>Cabano</i>	Elder Dempster Elder Dempster Elder Dempster
Africa-South—			
Cape Town.....	} January 14-24 February 4-14 February 17-27	<i>Belwoods Park</i> <i>Cambray</i> <i>Cabano</i>	Elder Dempster
Port Elizabeth.....			Elder Dempster
East London.....			Elder Dempster
Durban.....			Elder Dempster
Australia—			
Sydney.....	} January 16-24	<i>City of St. Albans</i>	Montreal Australia
Melbourne.....			New Zealand Line
Belgium—			
Antwerp.....	January 10-20	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	January 15	<i>Marchcape</i>	March Shipping
Antwerp.....	January 18	<i>Mont Alla</i>	Montreal Shipping
Antwerp.....	January 28	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	February 5	<i>Kent County</i>	Canada Steamships
Ceylon—			
Colombo.....	January 10-15	<i>Forest</i>	McLean Kennedy
China—			
Shanghai.....	January 20-25	<i>City of Carlisle</i>	McLean Kennedy
Shanghai.....	February 3-4	<i>Achilles</i>	Cunard Donaldson
Colombia—			
Barranquilla.....	January 15-20	<i>Apollo</i> (r)	Saguenay Terminals

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent			
Dominican Republic Ciudad Trujillo.....	January 15-20	<i>Apollo</i> (r)	Saguenay Terminals			
Eire— Cork..... Dublin.....	January 17	<i>Irish Poplar</i>	Shipping Limited			
Dublin.....						
Dublin.....	January 4-10	<i>Lord Glentoran</i>	McLean Kennedy			
Dublin.....	Jan. 30-Feb. 4	<i>Torr Head</i>	McLean Kennedy			
France— Le Havre..... Le Havre..... Le Havre..... Le Havre.....	January 15 January 18 January 28 February 5	<i>Marchcape</i> <i>Mont Alta</i> <i>Mont Sorrel</i> <i>Kent County</i>	March Shipping Montreal Shipping Montreal Shipping Canada Steamships			
Germany— Hamburg..... Hamburg..... Hamburg..... Hamburg.....	January 11 January 10-20 January 18 January 28	<i>Marchcape</i> <i>Beckenham</i> <i>Mont Alta</i> <i>Mont Sorrel</i>	Montreal Shipping Cunard Donaldson Montreal Shipping Montreal Shipping			
Hatti— Port au Prince.....	January 15-20	<i>Apollo</i> (r)	Saguenay Terminals			
Hong Kong.....	January 20-25 February 3-4	<i>City of Carlisle</i> <i>Achilles</i>	McLean Kennedy Cunard Donaldson			
India and Pakistan— Bombay..... Calcutta..... Madras..... Karachi.....	January 10-15	<i>Forest</i>	McLean Kennedy			
Italy— West Coast Ports.....				January 16 February 14	<i>Capo Vita</i> <i>Capo Arma</i>	Furness Withy Furness Withy
Genoa.....				January 16	<i>Mont Gaspe</i>	Montreal Shipping
Venice.....				January 20	<i>Marchport</i>	Montreal Shipping
Mexico— Veracruz.....	January 20-22	<i>Federal Ambassador</i>	McLean Kennedy			
Netherlands— Amsterdam..... Rotterdam.....	January 10-20 January 18	<i>Beckenham</i> <i>Mont Alta</i>	Cunard Donaldson Montreal Shipping			
Rotterdam.....	January 10	<i>Brant County</i>	Canada Steamships			
Rotterdam.....	January 15	<i>Marchcape</i>	March Shipping			
Rotterdam.....	January 28	<i>Mont Sorrel</i>	Montreal Shipping			
Rotterdam.....	January 31	<i>Prins Willem II</i>	Shipping Limited			
Netherland West Indies— Curaçao.....	January 15-20	<i>Apollo</i> (r)	Saguenay Terminals			
New Zealand— Auckland..... Wellington..... Lyttelton..... Dunedin.....	January 16-24	<i>City of St. Albans</i>	Montreal Australia New Zealand Line			
Northern Ireland— Belfast.....				Jan. 29-Feb. 3	<i>Fanad Head</i>	McLean Kennedy
Belfast.....				Jan. 30-Feb. 4	<i>Torr Head</i>	McLean Kennedy
Philippines— Manila..... Manila.....				January 20-25 February 3-4	<i>City of Carlisle</i> <i>Achilles</i>	McLean Kennedy Cunard Donaldson
Poland— Gdynia.....	January 15	<i>Marchcape</i>	March Shipping			

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Trinidad— Port-of-Spain.....	January 15-20	<i>Apollo</i> (r)	Saguenay Terminals
United Kingdom— Avonmouth..... Avonmouth..... Avonmouth.....	January 5-12 January 17 February 3-10	<i>Carmia</i> (r) <i>Irish Poplar</i> <i>Gracia</i> (r)	Cunard Donaldson Shipping Limited Cunard Donaldson
Glasgow..... Glasgow.....	January 17-24 February 9-16	<i>Corrientes</i> (r) <i>Norwegian</i> (r)	Cunard Donaldson Cunard Donaldson
Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool.....	January 12 January 14 January 18-25 Jan. 29-Feb. 3 Jan. 30-Feb. 4 February 10 February 14 March 1	<i>Lord Glentoran</i> <i>Empress of Canada</i> (r) <i>Arabia</i> (r) <i>Fanad Head</i> <i>Torr Head</i> <i>Beaverford</i> <i>Beaverburn</i> <i>Beavercove</i> (r)	McLean Kennedy Canadian Pacific Cunard Donaldson McLean Kennedy McLean Kennedy Canadian Pacific Canadian Pacific Canadian Pacific
London..... London..... London.....	January 5-12 January 23 Jan. 25-Feb. 2	<i>Port Melbourne</i> (r) <i>Beaverdell</i> (r) <i>Hillcrest Park</i>	Cunard Donaldson Canadian Pacific Cunard Donaldson
Manchester.....	January 29	<i>Manchester Commerce</i> (r)	Furness Withy
Manchester.....	February 5	<i>Manchester Regiment</i> (r)	Furness Withy
Manchester.....	February 12	<i>Manchester City</i> (r)	Furness Withy
Venezuela— 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
Africa-East— Lourenço Marques... Lourenço Marques...	January 13 March	<i>Silverwalnut</i> <i>Silversandal</i>	Dingwall Cotts Dingwall Cotts
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	January 13 March	<i>Silverwalnut</i> <i>Silversandal</i>	Dingwall Cotts Dingwall Cotts
Belgium— Antwerp.....	January 17	<i>Rouen</i>	Empire Shipping
Chile— Arica..... Antofagasta..... Valparaiso.....	January 14-15 February 4-5	<i>Santa Flavia</i> <i>Santa Leonor</i>	Gardner Johnson Gardner Johnson
China— Shanghai..... Taku Bar.....	January 14	<i>Vingnes</i>	Empire Shipping
Shanghai.....	January 19-20	<i>Oregon Mail</i>	American Mail Line
Colombia— Buenaventura..... Buenaventura.....	January 14-15 February 4-5	<i>Santa Flavia</i> <i>Santa Leonor</i>	Gardner Johnson Gardner Johnson
Barranquilla.....	January 20	<i>Don Aurelio</i>	Empire Shipping

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Ecuador— Guayaquil.....	January 14-15	<i>Santa Flavia</i>	Gardner Johnson
Guayaquil.....	February 4-5	<i>Santa Leonor</i>	Gardner Johnson
France— Le Havre.....	January 17	<i>Rouen</i>	Empire Shipping
Guatemala— San Jose de Guatemala.....	January 20	<i>Don Aurelio</i>	Empire Shipping
Hong Kong.....	January 14	<i>Bougainville</i>	Balfour Guthrie
	January 19-20	<i>Oregon Mail</i>	American Mail Line
	February 14	<i>Roseville</i>	Balfour Guthrie
	March 14	<i>Castleville</i>	Balfour Guthrie
	April 14	<i>Francisville</i>	Balfour Guthrie
India and Pakistan— Bombay.....	Late February	<i>Zeeman</i>	Dingwall Cotts
Karachi.....			
Madras.....	Early February	<i>Silverguava</i>	Dingwall Cotts
Calcutta.....			
Japan— Yokohama.....	January 19-20	<i>Oregon Mail</i>	American Mail Line
Malayan Union— Penang.....	January 14	<i>Bougainville</i>	Balfour Guthrie
Port Swettenham..	February 14	<i>Roseville</i>	Balfour Guthrie
	March 14	<i>Castleville</i>	Balfour Guthrie
	April 14	<i>Francisville</i>	Balfour Guthrie
Netherlands— Rotterdam.....	January 17	<i>Rouen</i>	Empire Shipping
Netherlands East Indies— Batavia.....	January 14	<i>Bougainville</i>	Balfour Guthrie
Soerabaya.....	February 14	<i>Roseville</i>	Balfour Guthrie
	Late February	<i>Zeeman</i>	Dingwall Cotts
	March 14	<i>Castleville</i>	Balfour Guthrie
	April 14	<i>Francisville</i>	Balfour Guthrie
Panama— Balboa.....	January 14-15	<i>Santa Flavia</i>	Gardner Johnson
	February 4-5	<i>Santa Leonor</i>	Gardner Johnson
Peru— Talara.....	January 14-15	<i>Santa Flavia</i>	Gardner Johnson
Callao.....			
Mollendo.....			
Philippines— Manila.....	January 14	<i>Bougainville</i>	Balfour Guthrie
Iloilo.....	January 19-20	<i>Oregon Mail</i>	American Mail Line
Cebu.....	February 14	<i>Roseville</i>	Balfour Guthrie
	March 14	<i>Castleville</i>	Balfour Guthrie
	April 14	<i>Francisville</i>	Balfour Guthrie
Manila.....	January 14	<i>Vingnes</i>	Gardner Johnson
Manila.....	Early February	<i>Silverguava</i>	Dingwall Cotts
Manila.....	Late February	<i>Zeeman</i>	Dingwall Cotts
Salvador— La Libertad.....	January 20	<i>Don Aurelio</i>	Empire Shipping
La Union.....			
Singapore.....	January 14	<i>Bougainville</i>	Balfour Guthrie
	Early February	<i>Silverguava</i>	Dingwall Cotts
	February 14	<i>Roseville</i>	Balfour Guthrie
	March 14	<i>Castleville</i>	Balfour Guthrie
	April 14	<i>Francisville</i>	Balfour Guthrie

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool.....	February	<i>Pacific Shipper</i>	Furness Pacific
Manchester.....			
London.....			
London.....	Dec. 27-Jan. 14	<i>Lake Athabasca</i>	Anglo Canadian
Miscellaneous Ports.	January 13 February	<i>Nora Moller</i> <i>Lakonia</i>	Empire Shipping. Balfour Guthrie
Venezuela—			
La Guaira.....	January 20	<i>Don Aurelio</i>	Empire Shipping
Maracaibo.....			
Puerto Cabello.....			

China Seeks Wide Range of Products in Canada

Shanghai, November 15, 1947.—(FTS)—Representatives of an influential Chinese corporation, which is interested in the purchase of a wide variety of Canadian products, are expected to visit Canada early next year to discuss specifications, supply arrangements and prices. Firms interested in any of the commodities listed below are requested to communicate with the Export Division, Foreign Trade Service, in Ottawa, quoting file No. 29431:

1. Industrial Chemicals—
 - (a) Pigment colours for paint, printing ink and ceramic industries.
 - (b) Caustic soda, soda ash, borax.
2. Fertilizer—ammonium sulphate.
3. Window glass.
4. Paper, newsprint, cigarette paper.
5. Lumber, railway ties.
6. Coal, bituminous.
7. Steel and metal products—
 - (a) Drum sheets—53-gallon steel drum sheets No. 18 and No. 16, 5,000 tons each.
Body sheet 36.5 x 71.25 inches.
Head and bottom sheet 26 x 78.125 inches.
Analysis carbon 0.08 per cent, manganese 0.35 per cent, phosphorous 0.8 per cent.
 - (b) Galvanized wire 1,000 tons.
8. Railway equipment—rails, rolling stock, gauge 4' 8½"; repair shop equipment.
9. Power plant, steam, diesel and electric—ranging from 10 kw. to 2,000 kw.
10. Electric motors—12 hp.-100 hp. Rating voltage 220-380 volts cycle 50.
11. Rubber tires and mechanical rubber products.
12. Copper and copper wire.

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.

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: Boite 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. Metropole, Avenida Presidente Wilson, 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edificio 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, Edificio 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 Counsellor, Canadian Embassy, 3 rue Scribe. Territory includes Switzerland, Algeria, French Morocco and Tunisia.

Germany

Frankfurt—D. W. JACKSON, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.

Cable address, *Canadian Frankfurt/Main*.

Greece

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

Territory includes Turkey.

Guatemala

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

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

Hong Kong

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

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

India

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

Territory includes Burma and Ceylon.

Ireland

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

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

Italy

Rome—J. P. MANION, Commercial Secretary, Canadian Legation, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475. (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 Netherlands 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 Commissioners. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, 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. 29	Nominal Quotations Jan. 5
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2495	.2495
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	.....	.0017	.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