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COVER SUBJECT—Groundwood pulp being transferred from a small coastal steamer to an ocean-going vessel for shipment overseas. Canada's total exports of wood pulp last year were approximately 1,500,000 tons, of which the bulk went to the United States. Shipments for eleven months of 1947 amounted to 1,087,438 tons of chemical pulp and 303,206 tons of mechanical, or groundwood, pulp. It is estimated that total exports for the current calendar year will be approximately 1,600,000 tons.

Photo by National Film Board.

British Exports Reach Peak Value Though Volume Rise Gradual

Trade returns for 1947 indicate that Canada provided large percentage of Britain's food and material imports—Exports two and a half times 1938 value, but volume increase only eight per cent, due to rising costs—Machinery and textile exports high.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, January 22, 1948.—The large part that Canada has taken in providing Britain with foodstuffs and materials is revealed in United Kingdom trade returns for 1947, which have just been published. Of all the flour imported by Britain during the year, Canada supplied 72 per cent; wheat, 82 per cent; oats, 90; bacon, 73; cheese, 12; condensed milk, 20; tobacco, 7; timber, 37; non-ferrous metals, 27; ferro-alloys, 70; and newsprint, 50 per cent.

The United Kingdom ended the year with a visible overall trade deficit of £591·2 million, which is £255·1 million greater than in 1946. The total value of exports was £1,137·1 million, nearly two and a half times that of 1938. Allowing for price changes, however, the volume of trade was only 108 per cent of 1938, so that the United Kingdom is still a long way from the target, which has been set at 43 per cent above 1938 by June, and 64 per cent above that year by December, 1948. But continued progress towards this objective seems likely during the next few months. Total imports for 1947 amounted to £1,787·5 million, compared with £1,301 million during the previous year.

Value of Exports Rising

Board of Trade returns for December indicate that by concentrating on exports, the United Kingdom is slowly decreasing its adverse trade



Great Britain—Motor vehicles awaiting shipment.



Great Britain—SS. *Lake Cowichan* discharging in the Greenland Dock, London, during the severe winter of February, 1947.

Photo by Port of London Authority.

balance. Exports for the last month of the year amounted to £110·2 million, as against £102·2 million in November, and a peak of £110·3 million last July.

Allowance must be made for rising prices, however, and the slowness of trade expansion may be realized from the fact that the December volume of trade, which was 120 per cent of that in 1938, was equalled as long ago as July, 1946. During the past year, the November volume was 112 per cent of that in 1938, while the October and July volumes were 120 and 126 per cent, respectively, of the corresponding months in the prewar year.

Yet the volume index has risen steadily from 111 in the fourth quarter of 1946, to 117 during the same period last year, and the adverse balance in December was £10 million less than the monthly average for 1947. The adverse balance for the last quarter of 1947 was £120 million, compared with £200 million in the third quarter.

Machinery, Textiles, and Carpet Exports High

Machinery exports in December reached the record total of £17·7 million, but vehicles, chemicals and drugs, iron and steel exports were two and a half per cent less than the high months of July and October. Exports of cotton and rayon textiles increased 14 per cent, and woollen textiles 25 per cent, while exports of carpets during December were the highest on record.

December imports, amounting to £153·4 million, were £15·2 million higher than in November, but otherwise were the lowest since last May. These returns indicate that rising costs throughout the world are keeping up the value of imports, even though the United Kingdom is drastically cutting the volume of its overseas purchases.

British External Trade, on Percentage Basis

Imports (c.i.f.)

	Year 1938	Apr.- June 1947	July- Sept. 1947	October 1947	October 1947
	Percentage of total value.				£ million
Hard-currency areas—					
United States dollar area	14.20	22.15	19.53	20.12	32.5
Canada and Newfoundland	8.84	14.05	13.26	12.42	20.1
Argentina	4.19	6.35	7.91	6.36	10.3
Other Latin America	2.85	2.22	2.70	3.99	6.4
Sweden, Switzerland, Portugal and Portu- guese Colonies	3.91	2.67	3.54	3.24	5.2
Total	33.99	47.44	46.94	46.13	74.5
Other areas—Sterling area—					
British	31.20	30.38	29.87	33.26	53.7
Non-British	0.34	0.21	0.29	0.19	0.3
European countries and their colonies not specified above	29.68	17.15	19.77	18.04	29.1
Rest of the world	4.79	4.82	3.13	2.38	3.8
Total	66.01	52.56	53.06	53.87	86.9
Total of all areas	100.00	100.00	100.00	100.00	164.4

Exports (f.o.b.), Including Re-exports

Hard-currency areas—					
United States dollar areas	6.78	7.60	5.63	5.69	6.4
Canada and Newfoundland	4.61	3.74	3.81	4.12	4.6
Argentina	3.70	3.10	3.31	3.61	4.0
Other Latin America	1.99	2.15	2.65	1.30	1.5
Sweden, Switzerland, Portugal and Portu- guese colonies	4.24	5.78	5.41	5.78	6.5
Total	21.32	22.37	20.81	20.50	23.0
Other areas—Sterling area—					
British	41.41	45.01	48.14	48.25	54.1
Non-British	0.56	1.71	1.80	1.50	1.7
European countries and their colonies not specified above	32.06	25.30	23.41	25.20	28.3
Rest of the world	4.65	5.61	5.84	4.55	5.1
Total	78.68	77.63	79.19	79.50	89.2
Total of all areas	100.00	100.00	100.00	100.00	112.2

United Kingdom to Study Means of Increasing Production

London, December 19, 1947.—The United Kingdom Government has decided to supplement the work at present being carried on by the Advisory Council on Scientific Policy by setting up a new Committee on Industrial Productivity.

The terms of reference of the Committee are to advise the Government "on the form and scale of research effort in the natural and social sciences which will best assist an early increase in industrial productivity, and further to advise on the manner in which the results of such research can best be applied."

The main work of the Committee will be conducted through a number of panels, which will be constituted from time to time to investigate and report on various aspects of the problem. In the first instance, panels are being established to deal with technology and operational research; import substitution; the human factors affecting industrial productivity; and technical information services.

Geneva Agreements Made Effective Provisionally By Nine Nations

Trade and tariff agreement brought into effect by January 1, 1948, by Canada, Australia, the Benelux Union, Cuba, France, Britain and the United States—Other countries to decide on participation by June 30.

By Commercial Relations and Foreign Tariffs Division

THE General Agreement on Tariffs and Trade, negotiated at Geneva, has been brought into force provisionally by Canada and the following eight countries: Australia; the Benelux Union, consisting of Belgium, the Netherlands and Luxembourg; Cuba; France; the United Kingdom, and the United States. Canada has brought into effect, as of January 1, 1948, the rates agreed to at Geneva. Under the provisions of Article XXVII of the General Agreement, however, those concessions granted to countries which have not yet put the new Geneva schedules into effect are withheld for the time being. The new seasonal specific duties on certain fresh fruits and vegetables and the new 15 per cent rate on tinplate imported from British countries will require legislative action before becoming effective.

Australia

Australia gave provisional effect on November 18, 1947, to the rates set out in Schedule I of the General Agreement. These new rates are extended to all countries to which Australia accords most-favoured-nation treatment, whether or not they are parties to the agreement.

Belgium, Netherlands, Luxembourg Customs Union (Benelux)

The Benelux Customs Union brought the rates of Schedule II of the General Agreement provisionally into effect on January 1, 1948. However, the duties on highly essential products are temporarily suspended or reduced. The new rates are extended provisionally to all countries whether or not they took part in the Geneva negotiations.

The Belgian and Netherlands Governments hope that by June 30, 1948, they can put into effect Sections B to E of Schedule II, covering rates applicable in the Belgian Congo, Ruanda-Urundi, the Netherlands East Indies, Curaçao and Surinam.

Cuba

Cuba gave provisional effect as of January 1, 1948, to the General Agreement with Canada and the United States. The Agreement was made effective for Australia, the Benelux Union, France and the United Kingdom as of January 17, 1948. Cuba, in turn, is receiving the benefit of all concessions extended by Canada in accordance with Schedule V of the General Agreement on Tariffs and Trade.

France

On January 1, 1948, France extended Section A, Schedule XI, of the Geneva rates on a provisional basis to Australia, the Benelux Union, Canada, the United Kingdom and the United States. These rates apply to imports into Metropolitan France, Algeria, Guadeloupe, Martinique, French Guiana and Reunion to the extent that the French tariff applies to these colonies.

The rates of this section of the French tariff are the minimum or most-favoured-nation duties. These now form an integral part of the new French tariff which became effective on January 1, 1948. However, the collection of both the minimum and general (or maximum) duties has been suspended provisionally, except for a specified list of commodities. For the countries named above, the minimum rates apply to this selected list, while other countries must pay the maximum.

The new rates applicable to imports into French overseas territories, as set out in Sections B to N inclusive of Schedule XI of the General Agreement, will be made effective at a date to be announced by the French Government. These sections of the tariff, as noted below, apply to imports into the following French territories—(B) French Equatorial Africa (Gaboon area outside the conventional Congo Basin), (C) French West Africa, (D) French Somaliland, (E) French Oceania, (F) Guadeloupe, (G) French Guiana, (H) Indo-China, (I) Madagascar, (J) Martinique, (K) New Caledonia, (L) Reunion, (M) St. Pierre and Miquelon, (N) Tunisia.

United Kingdom

The United Kingdom gave provisional effect on January 1, 1948, to the tariff rates included in Section A, Schedule XIX of the General Agreement. Before some of the new rates can be applied, Parliamentary action is required, and the United Kingdom is free to maintain the existing tariffs until September 1, 1948. Items falling into this category are prunes, artificial silk, and silk and nylon stockings, sparkling and still wines, motorcycles, agricultural tractors, perfumed spirits and silk garments.

Section B of Schedule XIX which applies to Newfoundland, and Section E which applies to Palestine, were also provisionally brought into effect on January 1, 1948. The provisions of Section C, which deals with rates applicable to the dependent territories of the United Kingdom, have been suspended pending renegotiation, but the general provisions of the Agreement will be applied. Section D, which applies to the Malayan Union, will become effective on a date to be announced.

United States

The United States Government gave provisional effect to the General Agreement as of January 1, 1948. All the tariff concessions granted by the United States in Schedule XX of the Agreement came into effect on that date, with the exception of rates of duty which are applicable to products of primary interest to countries represented at Geneva, but which did not put their schedules of tariff concessions into effect on that date. The items on which the reductions in duty have been deferred are given in the President's Proclamation of December 16, 1947. A list of the items affected was published in *Foreign Trade* of December 27, 1947. As each of the countries which have not yet put their tariff concessions into effect, signifies its intention to do so, further proclamations will be issued by the President, giving effect to the United States rates of duty in Schedule XX now withheld on items of primary interest to such countries.

Other Countries to Decide by June 30

Other countries which participated in the Geneva negotiations have until June 30, 1948, to give provisional effect to the General Agreement. These countries are: Brazil, Burma, Ceylon, Chile, China, Czechoslovakia, India, New Zealand, Norway, Pakistan, Southern Rhodesia, the Syro-Lebanese Customs Union, and the Union of South Africa.

Mexico Offers Extensive Market for Canadian-Made Hosiery

Small domestic mills, mainly producing cotton and rayon hose, unable to fill country's needs—Imports increasing year by year—United States and Britain principal suppliers, but Canadian hose well liked.

By C. B. Smith, Office of the Commercial Counsellor, Canadian Embassy

MEXICO CITY, December 22, 1947.—There is a rapidly growing demand in Mexico for men's and women's hosiery and imports may be expected to increase annually for some time to come, despite the fact that the domestic industry operates nearly 100 mills in Mexico City and the provincial capitals of Puebla, Guadalajara, and Leon. The majority of Mexican mills are comparatively small, of from 5 to 15 machines each, and only four mills, at this date, are operating more than 200 machines. Forty-five mills are producing men's hosiery exclusively; 20 mills produce women's hosiery only; and 30 mills produce both types. Their total production in 1944, the last year for which figures are available, amounted to 5,446,218 pairs of socks for children and infants; 10,190,606 pairs of men's socks; and 9,308,206 pairs of women's hose.

Nylon hosiery is about to be manufactured in Mexico, and it is anticipated that this new branch of the industry will expand as rapidly as yarn and machinery become available.

Domestic Production Mainly in Cotton and Rayon

More than 80 per cent of domestic production is of mercerized cotton and mixed cotton and rayon, styled to meet the needs of those in the middle and higher income brackets. The trade estimates that 65 per cent of women's hosiery produced in the country is full-fashioned and that the remaining production is of seamless hosiery for low-income groups.

The children of the many poor families customarily are barefoot, and the large agricultural population does not as a rule wear hose, but the times when hosiery was considered a luxury in Mexico are passing rapidly, especially in urban areas.

Import statistics make no distinction between the various types of hosiery. It is estimated that as much as 95 per cent of silk hosiery imports are for women consumers, and that imports of rayon hose are equally divided between men and women consumers. Imports have risen greatly in quantity and value since the prewar period, as will be seen from the following table:

Mexican Imports of Hosiery

Year	Pairs	Peso value
1939	422,394	960,943
1940	451,669	1,108,536
1941	788,481	2,423,747
1942	397,719	1,085,964
1943	980,741	2,905,456
1944	1,045,539	3,351,559

Prewar sources of supply were the United States, Germany, Canada, Japan, the United Kingdom and France, in that order. In the last year of the war, Canada stood third in the list of countries supplying the market,

being exceeded by the United States, which now holds an estimated 90 per cent of the market, and the United Kingdom. Canada sent 52,276 pairs of hosiery to Mexico in 1939; 53,191 pairs in 1940; 164 pairs in 1943 and 4,245 pairs in 1944. The Mexican industry is exporting very small quantities to neighbouring Latin American countries.

Canadian Hosiery Well Liked

Canadian manufacturers will continue to encounter strong competition from the United States, the United Kingdom and France, as well as from the growing Mexican industry, but should be encouraged by the fact that Canadian hosiery is already in this market and, generally speaking, is well liked. The United States is likely to retain its strong hold on the market for women's hosiery, while woollen half hose of British manufacture is popular.

Canadian companies wishing to enter the Mexican market should take into consideration the fact that Mexican feet, particularly women's feet, are shorter and broader than those of Canadians. The most common sizes of women's hosiery range from 8 to 9. Among men, seamless hose are preferred, and the half hose made of rayon is in the greatest demand. Cotton and woollen half hose rank next in popularity.

Many Recommendations Made to Improve United Kingdom Cutlery Industry

Working Party would set up Cutlery Board to modernize industry, raise standards, and encourage research—Fair Practices Code would regulate industry.

By David B. Mundy, Assistant Trade Commissioner

LIVERPOOL, December 29, 1947.—Recommendations to strengthen the United Kingdom cutlery industry, and to render it more stable and more capable of meeting competition in home and foreign markets, have been submitted by the Cutlery Working Party. In their report, the Working Party considered that "cutlery" comprised: (a) Table, dessert and tea knives, carving knives; butcher's, palette, shoe and tool knives; steel forks, sharpening steels; (b) spring knives (pen, pocket and clasp), pruners; (c) scissors, including surgical scissors; and (d) long-handled razors.

The principal suggestion was that a Cutlery Board, financed by a levy on the industry, be established. All firms producing cutlery are to register with the Board, specifying premises used and trade names and trade marks employed. The functions of the Board include the provision of advice and assistance to the industry, and the establishment of a Research Association and a "Fair Business Practices Code".

Hundreds of Small Firms Make Cutlery

The report states that the cutlery industry is one of the oldest in the United Kingdom, with Sheffield being the pre-eminent centre of production. A few firms operate successfully in Birmingham and other areas. It is pointed out that the cutlery industry is a small one and comprises a disproportionately large number of firms working mostly in old and

unsuitable premises. Out of 500 cutlery manufacturers in 1944, 362 were too small to employ more than ten workers each. Most of the firms had trifling amounts of capital invested, and very small resources to meet bad times.

Empire Countries the Principal Market

Between the wars, United Kingdom exports dwindled in the face of strong competition from Germany, France, Japan and the United States. About 80 per cent of cutlery exports in the years 1930, 1935 and 1938 went to Empire countries, and the market in these countries was practically monopolized by the United Kingdom. In 1937-38, Canada imported £271,000 worth of cutlery, of which £107,000 came from the United Kingdom and £65,000 from the United States. The report produces some interesting figures for Latin America. Before the war, Germany was much the largest supplier, responsible for 80 per cent in value of pen-knives, and nearly 50 per cent of table knives; Japan was second with 34 per cent; while Great Britain's share was only 1½ per cent.

The recent growth in the value of exports from the United Kingdom is shown by the following figures:

United Kingdom Cutlery Exports

Year	Knives	Other cutlery	Total
1930	£ 410,921	£ 143,778	£ 554,699
1935	378,361	144,694	523,055
1938	315,500	179,500	495,000
1945	569,500	138,500	708,000
1946	1,621,000	522,000	2,143,000
1947 (first 4 months)	632,000	158,000	790,000

Establishment of a Statutory Cutlery Board Recommended

Bearing future competition in mind, the report points out that definite authoritative powers should be given to a controlling body, to bring producers of the various classes and types into line, so that they will work to established standards under healthy conditions; to explore new methods; and continually to investigate market requirements.

The controlling body is to be a Statutory Cutlery Board appointed by the Board of Trade, and is to have representatives nominated by labour, management and the government. It was felt that there was a great need for discipline amongst the firms comprising the industry, and to this end severe penalties are to be provided for anyone making cutlery in unregistered premises, or making a false return in relation to premises. Provision is also to be made for ensuring that the industry will co-operate with the Board in carrying out its other functions.

Research Would be Encouraged

It is recognized that every attempt should be made to apply modern technical and scientific methods and artistic developments to the production of good-quality cutlery. To this end, a research organization should be established to encourage every form of research and to have available modern advisory services. Measures should be taken to publicize modern technical developments in the industry, and the desirability of producing good-quality cutlery on mass-production lines should be considered.

Another recommendation of interest is that the Cutlery Board should examine the possibilities of co-operation in the industry for the distribution and marketing (especially overseas) of its products.

Fair Business Practices Code to Improve Industry

The Fair Business Practices Code, as suggested, has three sections relating to the following: (a) Factory conditions; (b) business practices, including mutual protection against sharp practice and mutual assistance in hard times; and (c) the marking of cutlery.

Under (c), it was recognized that the good name of British cutlery must be protected and a system of quality marking was recommended. The suggestion was that three minimum standards be devised in conjunction with the British Standards Institution, and firms turning out goods equal to or above any one of such standards be authorized to stamp them as satisfying BSI Grade (1), (2), (3), as the case may be. Finally, it was emphasized that cutlery offered for sale must bear the name and address of the maker.

New Agency Contracts Require Approval Of Price Control Authorities in Congo

Regulation, in effect since 1944, ensures that maximum commission is limited by five per cent between factory price and that paid by importer.

By L. H. Ausman, Canadian Trade Commissioner

LEOPOLDVILLE, December 20, 1947.—New agency contracts between importers and foreign firms must be approved by price control authorities in the Belgian Congo. This regulation has been in effect since August 1, 1944, but is drawn to the attention of firms contemplating the establishment of trade relations with this country. In their own interests, Canadian exporters should ensure that any agency arrangements are submitted by their representatives to the authorities concerned in the Belgian Congo.

The purpose of this regulation is to control prices of imported goods. Where the exporter is not the producer, it will be necessary to produce evidence that the prices quoted are ex-factory prices. Price control regulations provide for a maximum commission of five per cent between the factory price and that paid by the actual importer. Whether the importer is the agent or makes his purchase through another, this commission is usually paid to a resident of the Belgian Congo, except in the case of direct importers using the services of indent or buying houses overseas.

No provision is made for the payment of additional commissions to other agents, local or foreign, who may be considered superfluous to the transaction. There is nothing to prevent the payment by the Canadian manufacturer to his exclusive agent, either in Canada or the Belgian Congo, of a commission of any amount, provided it is a so-called "internal commission"; a commission which does not directly increase the selling price ex-factory. The criterion is whether, if the importer purchased directly from the factory, he would pay the same price as quoted by the agent. Export agents who make a mark-up on ex-factory prices for their own benefit could do business only in the Belgian Congo if the combined commission to themselves and their agent in this country was no more than five per cent.

German Industrial Recovery Rate Depends Largely on Ruhr Output

Only the United Kingdom and the United States exceeded prewar Germany in trade value—British zone most important in terms of population and industry—In United States zone, manufacturing highly developed, but materials lacking.

By Trade Commissioner Service, Foreign Trade Service

(The information contained in this report is derived from a special report of the Military Governor of the United States Military Government for Germany.)

PREWAR Germany was the most powerful industrial country in Europe, ranking first among world producers of brown coal (lignite), second in the production of steel and electric power, and third in the output of hard coal.

However, in order to sustain her prewar economy, Germany had of necessity to import large quantities of food and industrial raw materials and, in her efforts to balance that economy after the first world war, followed by the drive for self-sufficiency under the Nazi regime, reduced imports by about 30 per cent between the late twenties and the late thirties. Even at this reduced level, Germany was outranked by only the United Kingdom and the United States in value of imports and balancing exports.

Despite all efforts to increase domestic food production, Germany in the late thirties was only about 75 per cent self-sufficient. Of her prewar imports, 35 per cent were agricultural products and another 35 per cent industrial raw materials, principally textile fibres, hides and skins, and iron and other metal ores. Her exports consisted almost entirely of industrial products, about 80 per cent being in the form of finished goods. These, with machinery, chemicals, textiles, iron and steel, metal products, electrical equipment, and coal, constituted the bulk of the export trade. On the other hand, Germany's invisible exports and imports were fairly well balanced before the war, partly as a result of debt defaults and moratoria.

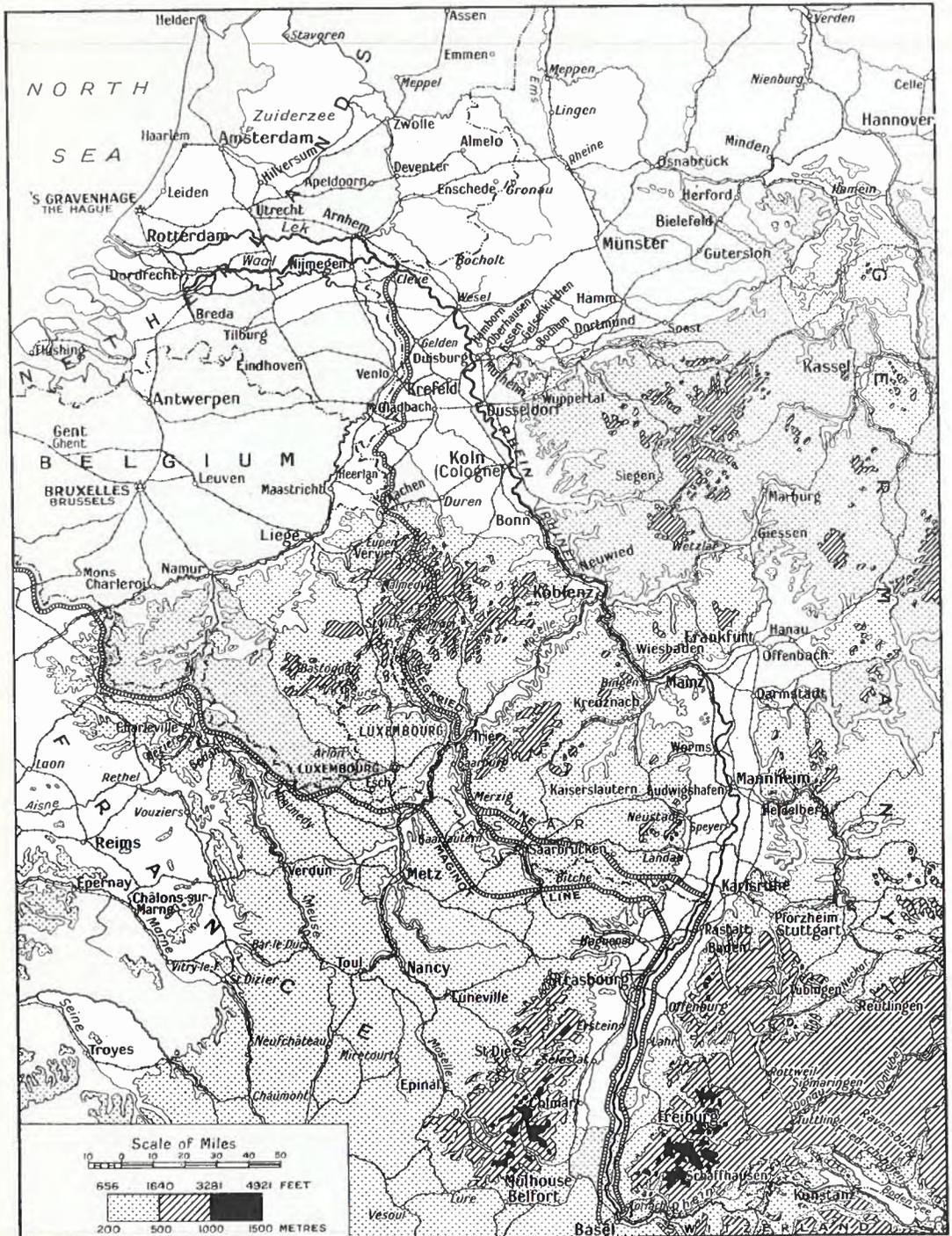
British Zone Includes Most Important Industrial Area

Under the Potsdam Agreement, Germany, west of the Oder-Neisse, was divided into four occupation zones, which are unequal in area, population and industrial and economic potential, and none is independent economically of the others.

The British zone consists of the whole of the prewar Prussian provinces of Westphalia and Hanover and most of the Rhine province, by far the most important industrial province, together with the agricultural province of Schleswig-Holstein; the Free City of Hamburg, with its shipbuilding industries; the prewar states of Oldenburg, Lippe and Schaumburg Lippe; and most of Brunswick.

In terms of population and industry, this zone is by far the most important of the four. Before the war it held 34 per cent of the population of that part of Germany west of the Oder-Neisse and accounted for 37 per cent of its industrial output measured in terms of value added by manufacture. The Ruhr district of the British zone is the industrial heart of the continent of Europe and has always kept the key position

in the German economy. The level of the output of its coal mines and iron and steel works, as in the past, will continue largely to determine the rate of industrial rehabilitation of all Germany with the possible exception of the French zone.



In 1936, the British zone accounted for about 75 per cent of German hard coal, over 70 per cent of steel ingot output and about 60 per cent of liquid fuel production. Its output exceeds that of any other zone in many other industries, including iron and steel manufactures, primary non-ferrous metals, stone and earths, woodworking, chemicals and rubber. Its exports, particularly of steel, machinery, chemicals and textiles, are of major importance in balancing Germany's external trade account.

Rate of Recovery Retarded

The rate of recovery in the British zone has not been so rapid as in the United States zone. According to the British Zone Statistical Bulletin, physical output in the British zone during January, 1946, was 27 per cent of that in the 1936 base period, but this was a higher rate than in the United States zone. However, by July, 1946, the index had reached only 34 per cent of the 1941 figure for the United States zone, and for the remainder of the year little further progress was recorded. In February, 1946, at the height of the winter crisis, the index dropped to 26 per cent, in May and June it stood again at 34, and in August reached 37.

This low rate of recovery in 1946 was directly attributable to the slump in coal production which occurred in March, 1946, as a result of the reduction in the miners' food rations. However, following vigorous action taken late in the year, including the introduction of a Bizonal Labour Recruitment Program, output climbed steadily throughout the winter, reaching a peak of 238,500 tons per work day late in March, 1947. Progress was then again halted as a result of the food situation, but by July it had again shown an increase, averaging 224,000 tons but remaining well below the March peak, until August, when, following the adoption of a new incentive program, the daily output finally crossed the 240,000-ton mark.

Production of Iron and Steel Improved

Iron and steel production was similarly retarded until July and August, 1947, when steel output rose very sharply as a result of increased coal allocations. During August, production reached 266,000 tons, considerably bettering the 1946 peak.

Textiles is another weak spot in the British zone, and in July, 1947, stood at only 26 per cent of the 1936 level as compared with 43 per cent in the United States zone. In other branches of industry the British zone has shown much better progress when compared with the United States and Soviet zones, particularly in respect of the production of rubber products and passenger automobiles.

In 1946 the total value of exports from the British zone amounted to \$145 million, of which coal accounted for \$117 million. The principal recipients were France, the Low Countries, Denmark and Luxembourg.

United States Zone Includes Highly Developed Manufactures

The United States zone includes the large agricultural and industrial Land Bavaria, with the exception of the Palatinate, the enclave west of the Rhine, most of the Prussian Province Hesse-Nassau and of Land Hesse; about half the area of Wuerttemberg-Hohenzollern, including the bulk of its population and industries; and almost one-third of the area of Baden, with slightly more than half of its population and about 55 per cent of its industry. In addition, as of January 1, 1947, a new Land

Bremen was formed under United States control, consisting of the prewar Free City of Bremen and the area around Bremerhaven.

The United States zone (excluding Bremen) had 23 per cent of the prewar population of Potsdam Germany. It accounted for 19 per cent of manufacturing production and of industrial exports and 22 per cent of the national income. The zone is poor in basic materials such as coal and steel, but includes highly developed manufacturing industries. Thus in 1936 about 40 per cent of vehicle production was concentrated in what is now the United States zone, and its machinery industries included substantial portions of Germany's output of agricultural machinery, roller bearings and gears and more than a third of her leather production, especially fancy leather goods. It is also the largest producer of lumber, with almost 30 per cent of the land area and 27 per cent of the arable land of Potsdam Germany and the largest cattle population.

Supplies of Raw Materials Lacking

In certain respects the United States zone, prior to its economic merger with the British zone, presented the most extreme example of a truncated economy resulting from the partition of Germany. Its manufacturing industries are highly developed, but it lacks the raw materials needed to supply them. It produces almost no motor fuels, no buna rubber and only 10 per cent of the coal and 15 per cent of the steel required for its own economy. The only important industrial raw materials which it produces in excess of its own needs are lumber and iron ore.

On an overall basis, the value of the prewar industrial output of the United States zone was little more than half that of the British zone. In the fabricating industries, such as those producing machinery and optics, textiles, leather, clothing and ceramics, the British and United States zones are close to parity, but industrial recovery in the United States zone depends on the regular flow of fuel and materials from outside its borders.

Despite handicaps, the rate of recovery in the United States zone has been substantial. Industrial activity expanded steadily from November, 1946. In July, 1945, just after the defeat of Germany, the physical volume of industrial production in the zone outside of the Bremen enclave and Berlin sector was about one-tenth of the 1936 rate, but by January, 1946, it had risen to 25 per cent and by November to 47 per cent of the 1936 base-period figure.

Basic Industries Show Most Rapid Recovery

Generally speaking, the basic industries have recovered most rapidly. Thus, in May and June, 1947, mining output, lumber production and the output of gas and electricity were all between 80 and 100 per cent of the figures recorded for the 1936 base period, and production data for iron and steel, machinery, electrical equipment and chemicals were all close to or above 50 per cent of basic levels. On the other hand, the outputs of industries making consumer goods, such as textiles, leather, paper and pulp, and optical and precision instruments, were all at considerably lower levels, ranging from 32 to 42 per cent. The lag in these industries may be attributed partly to the fact that they depend upon the basic industries for operating equipment and supplies, but particularly to the lack of raw materials and fuels, which must be obtained outside of the zone. However, except for products that may be destined for export, these industries do not have as high a priority as the basic industries in the allocation of coal and essential materials.

French Zone Includes Important Coal and Steel Area

The French zone consists of a small but important coal and steel area of the Saar, the Palatinate, and the remaining parts of Baden, Wuerttemberg-Hohenzollern, Hesse, Hesse-Nassau, and the Rhine Province.

The French zone comprises about 10 per cent of the population and about 12 per cent of the area of Potsdam Germany. It contributed about 9 per cent to the value added by manufacture and industrial exports and about 7 per cent to national income during 1936. The Saar Basin is second only to the Ruhr in the production of hard coal and steel. The economic integration of the Saar and France would deprive the area of only one-sixth of its total manufacturing potential, but the loss of its coal mines and steel mills would, of course, have a marked impact upon the zone's economy. Before the war the zone included considerably more than a proportionate share of lumber and leather production (leading shoe producer) and many important chemical plants. These last three industries are all concentrated almost entirely in that part of the zone outside the Saar. While the zone is by far the largest producer of wines and tobaccos, its food output is low.

The contribution of the French zone to Germany's prewar export trade was relatively higher than its share of industrial production, amounting to 10 per cent of the total for Potsdam Germany, 8.3 per cent coming from the portion of the zone outside the Saar. The most important industrial export item is chemicals, which constituted about one-quarter of the zone's total exports and about 18 per cent of Germany's chemical exports.

A large part of the zone is devoted primarily to agriculture and forestry, but its food production is considerably short of its own needs. It is deficient in fats, sugar, and particularly bread-grains, but it normally produces a large surplus of fruits, vegetables, wines and tobacco. Located in Germany's southwestern borders, it maintains close commercial ties with France and, to a lesser extent, with Belgium, Luxembourg and Switzerland. It is the only zone which shows a current decline in population from prewar figures.

United Kingdom Coal Exports to be Increased

London, December 18, 1947.—(FTS)—Favourable news about the United Kingdom coal situation has been announced by the Ministry of Fuel and Power. From January 1 the quantity of coal to be provided for exports and bunkering abroad will be increased from 112,000 tons a week, as formerly budgeted, to 200,000 tons a week. About 60 per cent of this 200,000 tons is intended for bunkering and the balance for exports. It will be recalled that the plan is to export coal mainly to countries which participated in the Conference of European Economic Co-operation, and to endeavour to arrange, by means of trade agreements, a satisfactory return to the United Kingdom in the form of food and raw materials.

A small increase of 20,000 tons a week is to be allocated for domestic users, and coke ovens, which are now extremely active due to the high level of iron and steel production, are to receive another 20,000 tons a week.

The Ministry state that the above program does not meet the commitments entered into at the European Economic Co-operation Conference, which called for exports at the rate of 300,000 tons a week, for exports and bunkers. Moreover, the figures are a fraction of the prewar exports of 900,000 tons a week for these purposes. Nevertheless, the improvement is a welcome turn in events.

Sarawak Short of Goods Required for Rehabilitation of Main Industries

Equipment needed for rubber production and forestry—Demand noted for foodstuffs, cloth and other consumer goods—Tobacco, cigars and cigarettes top list of imports—Flour is substitute for rice.

By Paul Sykes, Canadian Trade Commissioner

(Straits \$1 equals Can.\$0.47)

SINGAPORE, December 16, 1947.—Trade statistics for the Crown Colony of Sarawak reveal a keen demand for foodstuffs, cloth and other consumer goods, together with a shortage of machinery, building materials and other equipment required for the rehabilitation of the colony's rubber, forestry and other industrial activities. The list of principal commodity imports for the period between April 15 and December 31, 1946, is headed by an item of \$4,399,763 for tobacco, cigars and cigarettes. Other leading imports were: crude oil, \$3,811,323; flour, \$2,344,662; sugar, \$1,863,946; rice, \$1,430,510; cotton cloth, \$1,127,720; tinned milk, \$1,108,218; machinery, \$756,737; films, \$749,145; wire products, \$611,158; and dried fish, \$594,193. Total imports during the period under review had a value of \$28,796,092, which represents a decline of 11.8 per cent from those of 1940.

Large increases were recorded for tobacco, flour, which is imported as a substitute for rice; wire products, sugar, tinned milk, liquid fuel, salt, silk and woollen textiles, as compared with figures for 1940. Import values will likely revert to prewar levels now that stocks of these materials have been replenished.

The more important decreases were recorded by crude oil, iron and steel manufactures, rice, cotton cloth and clothing, eggs, biscuits, petroleum, cement, chemicals and arrack, most of which were obtainable only in limited quantities from normal sources of supply.

Physical Volume of Business Below Prewar Totals

The total value of Sarawak's foreign trade for the 8½ months under review was \$56,354,765, which represents a decrease of 28.1 per cent from the twelve months of 1940. A comparison, made on a monthly basis, indicates that the decrease in such values was relatively small, though the postwar unit values have been sufficiently higher than those prevailing before the war to indicate a decline in the physical volume of business.

The dependence of Sarawak on primary industries and the degree of success achieved in their rehabilitation are clearly shown by the export figures for 1946, amounting to a value of \$27,558,673 for the period under review. This represents a decline of 39.8 per cent from the 1940 total. Exports of plantation rubber had a value of \$19,316,549, which is 70 per cent of the total for all commodities but far below prewar levels. Second in importance was crude oil, with a value of \$4,168,940. This is an abnormal figure, in that no crude oil was exported before the war, though it is less than the prewar figure for refined petroleum. All the refineries were destroyed.

Sago flour was next in importance, with a value of \$1,097,664, which is much smaller than the 1940 total; followed by heavily increased shipments of white pepper, valued at \$826,881; re-exported films, \$679,000;

dried fish, \$146,723; damar darat, \$107,965; matches, \$98,048; raw jelutong, \$91,010; machinery, \$83,914; and rattans, \$62,782.

No reference is made in the returns of Sarawak to countries of origin or destination. Some business is conducted with the neighbouring British colonies of North Borneo and Brunei, as well as with various parts of the Netherlands East Indies. There is also a measure of trade with Australia, China, the Philippines and more distant countries. Most of the exports and imports are routed through Singapore, which serves as a centre for the distribution, collection, grading and transshipment of commodities for the British and Dutch possessions in Southeast Asia. Malayan trade statistics indicate that imports from Sarawak for nine months ended September 30, 1947, were valued at \$33,304,666, while exports to Sarawak were valued at \$16,959,854.

The principal ports of Sarawak are Kuching, the capital; Miri, Sibul, Sarikei, Binatang, Limbang and Lawas. The first three of these handle the bulk of the colony's import business. Kuching is also the principal loading port for rubber and pepper, Miri for crude oil, and the others handle a quantity of rubber.

Trade and Economic Conditions Reflect Prosperity of Angola

Imports and exports for 1946 indicate substantial improvement over those for previous year — Higher prices for exports offset increased cost of imports—Exchange situation improved, with expanding trade—Favourable trade balance highest on record.

By Trade Commissioner Service, Foreign Trade Service

(Editor's Note—This is the first of three reports on economic conditions in Angola, prepared for publication in *Foreign Trade*.)

(One angolar equals one Portuguese escudo; 1,000 angolares equal one conto, which is equivalent to \$40.40 Canadian)

ANGOLA'S trade position at the end of 1946 reflected great prosperity within the country. Exports, which in 1945 amounted to 314,689 tons valued at 637,563 contos, rose to 398,631 tons valued at 962,251 contos. In 1939, exports totalled 274,402 tons valued at 364,128 contos. Imports increased from 86,285 tons valued at 630,787 contos in 1945 to 97,266 tons valued at 747,307 contos in 1946. In 1939 Angola imported 95,836 tons valued at 227,587 contos.

Economic conditions in Angola in 1946 reflected in many respects the situation in foreign markets. As could be expected from the simplicity of its structure, it showed an economic balance closely resembling its trade balance: production predominantly for exportation, and importation of manufactured goods for consumption.

Increased imports from manufacturing countries and improved shipping facilities have been of great benefit to Angola, particularly in respect of its transportation system, operation of which was greatly hampered by lack of motor trucks and tires. The accumulation of goods in railway stations and ports created a serious problem which is now being solved through the improvement of shipping, the development of existing foreign markets and the opening of new ones.

The rise in prices particularly benefited Angola's export trade, offsetting the high prices that have to be paid for imports and thus maintaining a firm commercial balance. Internal trade was greatly enhanced through these transactions, as was public revenue derived directly or indirectly from imports. Rising prices brought about a steady increase in the cost of living, unfavourably affecting the labour market. A severe shortage of sacking was another drawback to the country's economy.

Exchange Situation Improved

To the improvement in Angola's trade with foreign countries, as well as in its internal trade, is attributed the record figure in the credit operations of the issuing bank of the colony. The turnover increased, in round figures, from 586,000 contos to 699,000 contos, as against 215,000 contos in 1939. Discounts alone increased from 295,000 contos to 395,000 contos. An indication of the firmness of the Angolan markets is that of these 395,000 contos all protests were fully settled by the end of the fiscal year. As a result, the exchange situation improved in firmness over preceding years.

Industrial Production Expanded

The main industries of Angola, diamonds, sugar and fisheries, improved considerably in the year under review. Other important industries in which capital investments are high and which employ a great number of wage-earners are those producing tobacco and canned fish. A high percentage of their production is exported, and they recorded improvements all along the line as compared with the preceding year. Noteworthy also is the development of a number of new industries, including textiles and metallurgy, and the establishment of the castor oil and beer industries and the erection of pasteurization and cold-storage plants.

So far as agricultural production is concerned, the available statistics are inadequate as a basis for accurate estimates, but they indicate that production of coffee beans, castor beans and wax increased. The corn crop was estimated at 200,000 tons, while cotton picking showed a marked decrease.

The export value of raw cotton, peanuts, rice, cocoa, coffee, coconuts, manioc, flour, sesame, timber, palm oil, castor oil (plant and beans) increased considerably. The export value of sugar, beans, corn, sesame and leaf tobacco has also increased, although to a less extent. Slight reductions are shown in the export value of rubber, corn flour and meal and resins.

Favourable Trade Balance Highest on Record

The colony had the highest favourable trade balance ever recorded. Its balance of trade has been favourable without interruption since 1932-33, with appreciable increases in capital revenue.

Summary of Angola's Trade in 1946

	Tons	Contos
Imports	104,550	799,582
Exports	398,631	962,251
Favourable balance	294,081	162,669

Note—Imports include 7,284 tons and 52,275 contos for two ex-German vessels.

The following table illustrates the steady increase in the trade balance of Angola, both in regard to value and volume, for the years 1936 to 1946:

***Trade Balances of Angola**

Year	Imports				Exports			
	Tons	Per cent	Contos	Per cent	Tons	Per cent	Contos	Per cent
1936	74,663	100	147,496	100	248,579	100	307,906	100
1939	95,836	128	227,587	154	274,402	110	364,128	118
1940	79,820	107	228,331	155	257,234	103	372,566	121
1944	64,837	87	387,883	263	299,707	121	611,988	199
1945	86,285	116	530,787	360	314,689	127	637,563	207
1946	104,550	140	799,582	542	398,631	160	962,251	313

Summary of Imports by Commodities and Countries

The following tables show comparative figures for the principal imports into Angola in 1945 and 1946:

Imports into Angola, by Commodities

	1945 Figures in Tons	1946 Figures in Tons	1945 Figures in Contos	1946 Figures in Contos
Motor Trucks—				
Number	217	541	7,547	20,340
Tons	551	1,089
Passenger Cars—				
Number	45	126	2,664	3,253
Tons	83	167
Steel, crude	241	237	1,420	1,105
Oil	361	231	6,449	4,293
Codfish	36	284	555	5,108
Footwear (pairs)	21,907	29,450	3,072	4,034
Anthracite	13,527	6,070	5,849	1,872
Tubes for tires	16	50	768	2,026
Beer (litres)	646,279	794,073	8,357	9,971
Cement and earthenware	21,508	16,588	13,865	11,298
Candy, etc.	18	30	756	1,279
Iron, crude	2,599	1,639	8,759	6,132
Steel and iron products	1,733	1,555	14,986	21,028
Hardware	177	294	4,307	6,322
Wallboard—				
Semi-finished	146	803	428	2,665
Finished	182	144	811	524
Electric wire	27	74	996	1,748
Matches	114	158	2,300	3,207
Cotton yarn	35	63	3,227	4,865
Fresh fruit	85	128	680	1,181
Gasoline (litres)	8,406,188	13,981,793	13,862	19,545
Milk, powdered or condensed	106	41	1,445	726
Butter	31	65	1,315	2,615
Agricultural implements and machinery	233	267	4,580	4,048
Industrial machinery and equipment	609	411	9,634	8,084
Agricultural machinery: accessories and spare parts	111	87	1,603	1,786
Machinery and equipment, spare parts, n.o.p.	73	93	1,774	2,063
Industrial machinery and equipment, spare parts	72	1,978
Medicinal preparations	88	114	11,335	13,780
Fuel oils, not including gasoline and petroleum	2,424	3,748	4,258	5,312
Lubricating oil	438	1,418	1,143	3,610
Petroleum	1,073	1,488	1,932	2,303
Tarpaulins (for vehicles)	116	338	5,165	14,367
Cheese	33	26	984	747
Quinine and quinine salts (kilograms)	777	3,182	3,402	4,015
Chemical products	67	73	1,254	1,470
Bagging	2,484	4,617	19,622	36,092
Sardines	15	24	446	680
Automobile accessories and repair parts	82	132	2,914	3,764
Drums, metal	648	1,890	2,633	7,740
Tobacco, leaf, twist, etc.	88	96	1,956	2,007
Textiles, including piece-goods	2,446	3,768	174,167	247,523
Dyes, crude	124	120	828	1,094
Dyes, prepared	203	167	2,597	2,389
Wines, ordinary and vintages (litres)	11,185,173	13,860,530	61,687	78,307

*Base 100, in 1936.

Imports into Angola, by Countries, in 1946

	Kilograms	Escudos
Grand total	104,550,285	799,581,573
Portugal	36,402,233	452,362,624
Portuguese provinces	812,742	6,590,081
Foreign countries	66,804,623	339,244,532
Germany	7,285,636	52,318,740
Argentina	9,648	522,680
Belgium-Luxemburg	4,474,399	6,480,036
Belgian Congo	3,548,035	7,960,685
Brazil	120,025	7,481,391
Cuba	60	16,710
Czechoslovakia	5	1,107
Denmark	51	1,048
Spain	17,527	517,086
United States	18,328,083	117,536,935
France	138,602	1,692,190
French Equatorial Africa	13,604	978,345
French West Africa	6,049	31,620
Great Britain	4,221,215	49,004,142
British South Africa	1,017	36,290
British West Africa	3,730	18,340
Australia	821,664	3,448,470
Canada	47,752	11,617,380
British Colonies, Central and South America	2	200
British India	4,519,257	35,460,989
Union of South Africa	11,552,159	7,348,730
Ireland	825	10,500
Italy	527	9,500
Japan	92	5,434
Norway	252,744	4,480,378
Netherlands	7,821	220,175
Curacao	10,943,071	20,295,700
Sweden	375,844	6,279,227
Switzerland	48,815	4,950,424
Turkey	1,750	148,830
Uruguay	64,614	362,070
Unknown origin	530,687	1,384,336

Portugal Supplies Over 50 Per Cent of Imports

As indicated in the foregoing table, supplies from Portugal account for more than half the total value of imports into Angola and, in comparison with foreign countries, the share of the other overseas provinces of Portugal is very modest. A comparison of import values for 1945 and 1946 shows that the position of the United States among suppliers, which was always strong, has improved, the value of imports from that country increasing from 77,521 contos in 1945 to 117,536 contos. Canada replaced the Union of South America in fifth place with a marked increase in the value of supplies, from 38 contos to 11,617 contos. Germany appears in the table by reason of the purchase of two ex-German vessels, already referred to.

Following is a summary of imports in 1946 and 1945 from Portugal, which supplies the bulk of Angola's requirements.

Imports into Angola from Portugal

	1946 Tons	1945 Tons
Cotton textiles, dyed or printed, piece-goods, n.o.p.....	1,441	1,316
Wallboard and similar products	715	704
Cotton textiles, dyed or printed, worked and blankets	417	380
Matches	118	107
Iron and steel, wrought, rolled or forged, n.o.p., simple.....	176	80
Iron and steel as above, n.o.p. polished, perforated or plated with other metals	146	78
Cotton textiles, white or bleached, piece-goods, n.o.p.....	60	44
Industrial machinery and equipment, n.o.p.	88	38
Cotton textiles, white or bleached, worked and blankets	24	19
Footwear, n.o.p.	16,055 Kilos	15,998 Kilos
Cheese	20,871	20,534

In addition, Portugal is the sole supplier of oil, ordinary wines and port wine.

Imports from Other Countries

Commodities imported from the principal foreign suppliers are classified as follows:

Imports into Angola from Countries Other than Portugal

	1946	1945
United States:	Tons	Tons
Leaf tobacco	60	29
Cement and earthware	11,144	4,588
Lubricating oils, mineral	1,033	954
Used clothing	239	228
Rubber tires	246	172
Iron and steel, rolled or forged, drums	1,501	696
Motor trucks	Units	Units
Passenger automobiles	279	257
Curacao:	64	54
Fuel oils, mineral and gasoline	Tons	Tons
Fuel oils, mineral, petroleum	6,716	4,616
Fuel oils, mineral, n.o.p.	1,088	647
Great Britain:	2,886	1,392
Agricultural machinery and implements, n.o.p.	57	16
Repair parts, machinery, n.o.p.	87	75
Prepared dyes, n.o.p.	123	44
Union of South Africa:		
Anthracite coal	3,207	2,847
British India:		
Bagging, etc.	3,778	3,512
Norway:		
Codfish	102	66

Economic Expansion Mainly Responsible For Port Congestion in Venezuela

La Guaira and Puerto La Cruz principally affected by heavy imports of goods from abroad—Harbour facilities inadequate to meet demands of areas served—Capacity of railway to Caracas limited.

By C. S. Bissett, Canadian Trade Commissioner

(Editor's Note—This report is one of a series 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. Other reports in this series appeared in the December 13th, January 3rd, 10th and 17th issues of *Foreign Trade*.)

CARACAS, December 11, 1947.—Economic expansion, principally in the production of petroleum and the provision of public works, is largely responsible for congestion in the Venezuelan ports of La Guaira and Puerto La Cruz. There has also been a heavy demand for goods of all kinds from abroad, which could not be filled during the war years. Large dollar credits were established during that period, and are now available for the purchase of merchandise. Congestion has also occurred in Puerto Cabello, Guanta and Maracaibo, though this has been of a temporary character.

La Guaira handles more import cargo than any other port in Venezuela, and has been badly congested for at least a year. Although there has been some improvement recently, the effects are scarcely apparent. This

condition is due principally to the lack of adequate port equipment, including docks and warehouses, inadequate transportation facilities, slow labour in the harbour area, and the marked tendency of importers to leave merchandise in customs warehouses. This is due to the fact that their own storage facilities are taxed to the limit with the glut of goods now on hand.

No Provision Made for Economic Development

La Guaira was enabled to handle only with difficulty the volume of goods imported in prewar years. The economic activity of the area served by this port has increased by at least 50 per cent since then, with no corresponding increase in the provision of port facilities. Although one new warehouse has been built since the war, the space available is still inadequate. Additional wharves are also required to eliminate long delays in berthing ships.

Although the railway connecting La Guaira with Caracas still operates, it seldom has sufficient space for general cargo, as its entire facilities are almost invariably taxed to the limit with petroleum products and priority cargo for the government. Its capacity is only 8,000 tons per month, and this cannot be increased until new rolling stock is provided. Practically all general cargo must move out of La Guaira by truck, and the number of these available is completely inadequate. The result is that the available warehouses are always completely filled, and less fortunate cargo must be "stored" in the customs yards, where it is generally exposed to the weather.

The government decree permitting the direction to Puerto Cabello of ships carrying cargo for discharge at La Guaira is still in effect, and will likely continue in force so long as congestion exists. Although port dues on such diverted cargo are not payable at Puerto Cabello, this does not compensate for the extra cost of haulage by truck to Caracas.

Oil Companies Own Docks at Puerto La Cruz

Ships arriving at Puerto La Cruz usually have to wait from eight to fifteen days for a berth, which is attributed to the fact that only two shifts of eight hours each per day are permitted. The docks at this port are owned jointly by the Creole Oil Company and the Mene Grande Oil Company. Part of the dock area was destroyed on November 21, following the explosion of an oil tanker, which further complicates the situation. Here, also, the provision of port facilities has not increased with the economic development of the area served by Puerto La Cruz.

Despite the diversion of ships from La Guaira, there is no serious congestion at Puerto Cabello. Diversions are almost invariably made when the cargo tonnage for discharge at La Guaira is small; up to one hundred tons. Shipping companies with regular sailings to La Guaira and members of the Caribbean Conference are given preference for berths.

There is practically no congestion at Guanta, which is owned and operated by the government. It handles the overflow from Puerto La Cruz.

There is little congestion at Maracaibo, due mainly to the fact that ships drawing more than fourteen feet cannot pass over the Lake Maracaibo bar. As a result, much of the cargo for this port is discharged at other ports in Venezuela or the Netherlands West Indies, and transhipped as required.

Trinidad Expects Large Cocoa Crop

Port of Spain, December 15, 1947.—(FTS)—Trinidad is expected to produce a cocoa crop of 12,000,000 pounds, which will be one of the largest in some years. Provided the early months of 1948 are not abnormally dry, this figure may be exceeded. With the present high price of \$41 per fanega, such a large crop will be most welcome after the small production



Branch of a cacao tree, showing pods from which cocoa is obtained.

of recent years. Disease and low prices seriously reduced both the acreage and yields during the 1930's, and the current high prices will enable planters to rehabilitate their plantations and set out new disease-resistant strains. As a result of the high prices, many abandoned plantations are being cleaned up in preparation for harvesting. Nevertheless, it is doubtful whether the acreage will reach previous levels, as many old cocoa plantations are being replanted with citrus fruit trees and other crops.

Protection from moisture, especially for goods going to, or passing through, tropical zones of high humidity, requires waterproofing lining of cases, or with iron and steel goods the use of a slush covering which should not run at high temperatures, but which can be removed without too much difficulty. (*See our ABC of Canadian Export Trade, page 19.*)

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

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Gananoque—Chamber of Commerce.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Pembroke—Chamber of Commerce.

Quebec City—Board of Trade.

Renfrew—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—H. W. Brighton, Foreign Trade Service, Room 331, Marine Building.

Victoria—Dept. of Trade and Industry.

Windsor—Chamber of Commerce.

Winnipeg—Can. Manufacturers' Association.

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)

Gananoque—January 31.

Montreal—February 2-7.

Pembroke—March 4.

Renfrew—March 5.

Foreign Trade Inquiries

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

77. **Italy**—INTRACO (International Trading Company), via Garibaldi 12, Genova, wish to represent Canadian exporters of food and fish products. File 28605-4.

78. **United Kingdom**—Messrs. R. Atcherley & Company, Limited, 21 Victoria Street, Liverpool, wish to act as agents for any Canadian firm in a position to export canned goods, such as fruits, vegetables, meats and fish, dried fruits and vegetables, glace and crystallized fruits, nuts and nut products, and cereals. Although importation into Great Britain is presently impossible, this firm is looking ahead to the day when restrictions will be lifted. File No. TE 287.

Chester H. Payne Retires from Public Service

Chester H. Payne, I.S.O., who was responsible in large part for the development of the Canadian Trade Commissioner Service, as Director of the Commercial Intelligence Service between 1927 and 1932, and for many years closely identified with the establishment of trade relations with other countries, is concluding nearly forty years in the public service. The Prime Minister, the Right Hon. W. L. Mackenzie King, announced on January 19 that Mr. Payne had commenced on January 1, 1948, the usual leave prior to retirement from the position of Associate Deputy Minister of National War Services, to which he was appointed on March 23, 1943.

The Prime Minister said that Mr. Payne had begun his career as Private Secretary to Sir Richard Cartwright, Minister of Trade and Commerce, in 1908. Until his appointment as Associate Deputy Minister of National War Services in 1943, he had been in the Department of Trade and Commerce where, as Director of the Commercial Intelligence Service, Mr. Payne was responsible in large part for the development of the Trade Commissioner Service.

"His long experience and wide knowledge of the public service," the Prime Minister said, "had been of great value in qualifying him to cope with the variety of questions with which the War Services Department had been called upon to deal in the closing years of the war, and in the period of demobilization. Mr. Payne was retiring from the public service with a record of which he might well be proud, and upon which he was much to be congratulated. It was a fine record of long and faithful service to the Government of Canada."

Mr. Payne was born in London, Ont., in August, 1884, being educated there, in Ottawa and in Montreal, where he graduated from McGill University in 1906. As a journalist, Mr. Payne was a member of the Parliamentary Press Gallery from 1907 to 1908, when he became private secretary to Sir Richard Cartwright. From 1911 to 1921, Mr. Payne was private secretary to the Right Hon. Sir George Foster. He was a secretary of the Economic Conference of Allies, in Paris, in 1916, at the Peace Conference, in Paris, in 1919, secretary to the Canadian delegation to the first assembly of the League of Nations, held in Geneva in 1920, secretary of the Canada-West Indies Conferences in 1920 and 1925, and secretary to the Royal Commission on financial arrangements between the Dominion and Maritime Provinces in 1934 and 1935. During the First World War, he served in the Canadian Machine Gun Corps.

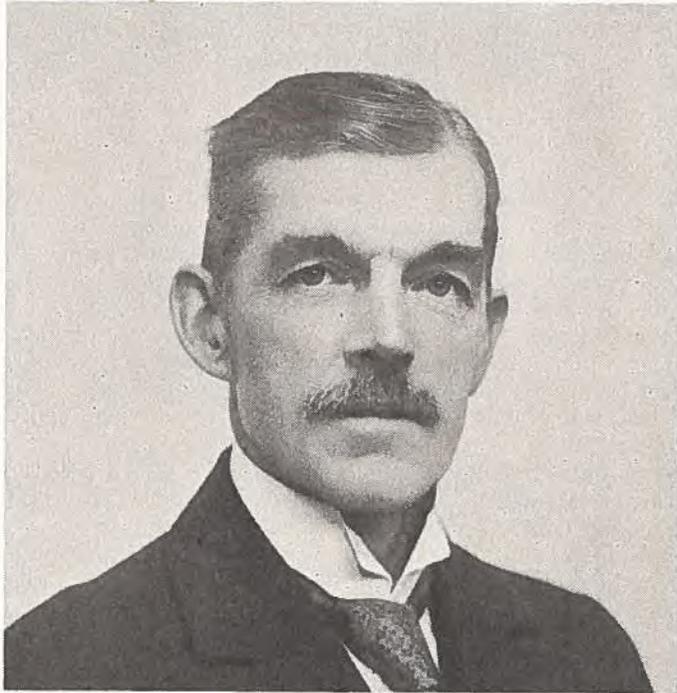


John A. Stiles, formerly assistant trade commissioner in New York City, is due to arrive in Caracas, Venezuela, by air on February 1, and will serve the interests of Canadian businessmen as Assistant Trade Commissioner at this important South American post. His territory will include the Netherlands West Indies. Born in Fredericton, N.B., and living for many years in Ottawa, Mr. Stiles graduated from the University of Toronto with the degree of B.Com. Prior to joining the Trade Commissioner Service in November, 1945, he served overseas with the Canadian Army.

Harry Watson Dies in England

Another link with early days of the Canadian Trade Commissioner Service was severed last week with the death at his home in England of Harrison Watson, who was Chief Trade Commissioner in the United Kingdom for nineteen years, ending in June, 1934, when he retired. Born in Montreal in 1864, Mr. Watson received his early education in that city, later proceeding to Rugby, in England, France and Germany. He returned to Montreal in 1883, and joined the staff of the Montreal Rolling Mills Company.

Mr. Watson was appointed Curator of the Canadian Section of the Imperial Institute in 1892 by Sir Charles Tupper, who was then Canadian High Commissioner in London. The work of this organization was



expanded until 1904, when it was decided that a commercial branch of the Canadian Government should be opened in London. Mr. Watson was placed in charge of the office, which was transferred to the Department of Trade and Commerce in 1913, becoming an integral part of the Canadian Trade Commissioner Service. Two years later, he was appointed Chief Trade Commissioner in the United Kingdom, in order to consolidate the Canadian Trade Commissioner Service in that country.

As indicated in the *Commercial Intelligence Journal*, when the retirement of Mr. Watson was announced, his reports for publication in that journal were sober, restrained and dependable, being widely quoted in representative Canadian dailies, and forming the basis of editorial comment. "For his wide knowledge, his readiness to serve and his admirable personal qualities, Mr. Watson will be remembered. His contribution to the development and extension of Canadian trade interests in the United Kingdom over a period of forty years would be difficult to overestimate."

Mr. Watson died on January 22 at his home, Catsfield Place, near Battle, Sussex.

Trade and Tariff Regulations

British Honduras Announces Import Control Policy

Belize, December 18, 1947.—(F.T.S.)—The Import Control and Supply Office announced on December 18, 1947, that import permits shall not be granted for the importation of a wide range of products, except from the United Kingdom and colonies, including Southern Rhodesia, Burma and certain specified European countries.

The Controller of Imports may, however, in his discretion, grant import permits in cases of essential replacements or of bona fide unsolicited gifts not exceeding \$10 in value, from any source.

The prohibited products of interest to Canadian shippers are similar to those prohibited importation by Trinidad on October 30, 1947 (See *Foreign Trade* November 15) with the following additions:

Foodstuffs and Tobacco.—Vegetable juices; cigarettes, cigar and pipe tobacco; also the following, which are limited to 50 per cent of 1946 importations: bacon and hams; canned meats and sausages, excluding corned beef, corned beef hash, Vienna sausage, potted meat or similar pastes; canned soups, excluding infant foods; and tea.

Other Items.—Advertising material, unless specially approved for the promotion of health, or where it is supplied free of cost; baby carriages; baskets and basketware; cement, except for approved projects only and where it is proven supplies cannot be obtained from the United Kingdom, or cannot be delivered in time; furniture coverings, except bed springs; plate and plated ware, except cutlery, forks and spoons; spirits, perfumed, other sorts, except for manufacturing or special purposes; tires and tubes, unless it can be proven that they cannot be supplied by the United Kingdom; watches and clocks. Shoes are limited to 50 per cent of 1946 importations.

Notice was also given that all import permits issued prior to December 18 for the importation of all goods whatsoever, from all sources, have been cancelled.

Application for the reinstatement of any permit so cancelled will be considered, with due regard to the revised Import Control Policy and to the essentiality of the goods to be imported.

Permits for goods in respect of which credits have been established, or which have been shipped or delivered to a railway or dock for shipment, or which have arrived in the Colony prior to the date of the notice, will be reinstated on production of evidence to that effect. In no circumstances will goods be allowed into the Colony which are not covered by valid import permits. Applications for permits to bring in goods limited to a percentage of the importer's 1946 importations must be accompanied by substantiating evidence satisfactory to the Controller.

South Africa Lowers Duty on Motor Cars

Johannesburg, January 13, 1948.—(F.T.S.)—Duties on certain motor cars entering the Union of South Africa have been reduced, effective January 2, 1948. These reductions are effected by changing the value of the cars dutiable at different rates. The new values are:

	Rate of duty
Motor cars, excluding radio apparatus:	
Of a free-on-board value not exceeding £600 (formerly £400)....	£1 3s. per 100 lbs.
Of a free-on-board value exceeding £600 but not exceeding £800 (formerly £400 to £600)	25% ad val.
Of a free-on-board value exceeding £800 (formerly £600).....	30% ad val.

Trade and Tariff Regulations—*Concluded*

Parcels to China Require Import Licence

Import licences are required for all parcels of a commercial nature sent to China, including parcels mailed to individuals. All parcels, regardless of value, for which an import licence is not presented, will be confiscated.

United States Dutiable Value Includes Canadian Excise Tax

The United States Treasury Department has ruled that the Canadian excise tax, imposed on November 18, 1947, is part of the freely offered price in Canada. Under the present United States Customs laws, therefore, this tax must be included in the value for duty purposes of goods subject to this tax when imported into the United States. This ruling follows previous decisions of the United States Customs Courts that Canadian sales tax is to be included in the United States value for duty.

Under Customs law of the United States, the basis for the assessment of ad valorem duties is the value declared by the importer, or the value reported by the Customs appraiser, whichever is higher. The primary basis of appraisal under section 402 of the United States Tariff Act of 1930 is the "foreign" or the "export" value, whichever is higher. The "foreign" value of imported merchandise is the price at which such or similar merchandise is freely offered for sale for home consumption, in the usual wholesale quantities, and in the usual course of trade in the country of exportation on the date of exportation. This includes all expenses incidental to making the merchandise ready for shipment to the United States. The "export" value is similarly defined, except that it is a price at which merchandise is offered for exportation to the United States instead of for home consumption.

Accordingly, imports from Canada must ordinarily be assessed on the basis of a value which includes an appropriate amount for the excise and sales taxes, unless such or similar goods are exempt from these taxes when sold for home consumption in Canada.

United States Quota on Certified Seed Potatoes Increased

Washington, January 16, 1948.—(FTS)—Preliminary figures issued by the Treasury Department show that for the period September 15 to December 31, 1947, imports of certified seed potatoes amounted to 1,159,910 bushels, and imports of table potatoes to 492,818 bushels under the tariff quotas provided for in the Canada-United States Trade Agreement of 1938.

On January 1, under the terms of the Geneva trade agreement, the United States increased the tariff quota on certified seed potatoes from 1,500,000 to 2,500,000 bushels. Consequently for the period January 1 to September 14, 1948, 1,340,090 bushels of certified seed potatoes may be imported into the United States at the rate of 37½ cents per 100 pounds.

With respect to table potatoes, the United States on January 1, 1948, removed the intermediate rate of 60 cents per 100 pounds which applied during the months of December, January and February. The tariff quota, however, remains at 1,000,000 bushels. As a result of the Geneva trade agreement, 507,182 bushels of table potatoes may enter the United States between January 1 and September 14, 1948, at the rate of 37½ cents per 100 pounds.

Imports of both certified seed potatoes and table potatoes in excess of the quotas are dutiable at 75 cents per 100 pounds.

France Sets New Exchange Rates

Paris, January 26, 1948.—(FTS)—Effective today, the new official rates of exchange are based on a premium of 80 per cent over the former buying rates. These are respectively 212 and 215 for United States dollars and 211 and 215 for Canadian dollars. A controlled free foreign exchange market has been set up for the United States dollar and Portuguese escudo. As in the past, holders of foreign currency, particularly foreign tourists, must exchange their outside currencies, subject to permits under foreign exchange control regulations, and licences are required for all imported goods.

Exporters must hand over to the French Stabilization Fund half the proceeds of foreign exchange at the new official rates, and may negotiate the other half on the controlled free market. The latter market will also be fed by all currencies of another origin, principally from non-commercial settlements, tourists and movements of capital into France from abroad. Controlled free market rates will be determined by supply and demand. This system will allow of definite devaluation later at rates closely corresponding to the real situation. Certain essential imports will be payable at the new official rates, and all other imports at controlled free market rates.

Anglo-Portuguese Trade Exchanges Negotiated

London, January 13, 1948.—(FTS)—Revised arrangements have been made to cover trade exchanges between the sterling area and Portugal. The principles aimed at are that the two governments will work closely together to encourage mutual commerce at the highest level, and at the same time maintain an approximate balance between the two monetary areas, so that there will be no loss of gold on either side.

Payments in respect of current transactions have been moving in favour of Portugal and the sterling balances of the Bank of Portugal have reached the limit of £5,000,000 prescribed in the former monetary agreement. Some adjustment is necessary, and the Portuguese Government have agreed that the proceeds of certain exports from the United Kingdom which have been set aside for the reduction of outstanding debts to Portugal shall be used to re-establish a credit of £5,000,000 to cover the normal movement of trade under the 1948 program.

The Portuguese Government also undertake to facilitate the importation of a wide range of goods from the United Kingdom, which will enable Britain to increase the range of its imports from the Portuguese monetary area. Traditional imports into the United Kingdom like sardines, cork, resin and port wine will be included, as well as a number of Portuguese colonial products such as coffee and oilseeds.

Mail for Ethiopia Must Bear Proper Address

The address of correspondence for Addis Ababa and other places in Ethiopia should be completed by the addition of "Ethiopia" as the country of destination. The abbreviation "A.O.I." (Afrique Orientale Italienne) must not form part of the address. The Ethiopian Postal Administration states that correspondence bearing the designation "A.O.I." will not be delivered, but will be returned to origin.



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..	February 15-20	<i>Pictou County</i>	March Shipping
Lourenço Marques..	March 15-20	<i>Yarmouth County</i>	March Shipping
Africa-South—			
Cape Town.....	February 15-20 March 15-20	<i>Pictou County</i> <i>Yarmouth County</i>	March Shipping March Shipping
Port Elizabeth.....			
East London.....			
Durban.....			
Algeria—			
Oran.....	February 24	<i>Marchdale</i>	Montreal Shipping
Argentina—			
Buenos Aires.....	February 20	<i>Japanese Prince</i>	Furness Withy
Belgium—			
Antwerp.....	February 11-12	* <i>Beaconsfield</i>	Cunard Donaldson
Antwerp.....	February 14	<i>Mortain</i>	Furness Withy
Antwerp.....	March 29-30	* <i>Beckenham</i>	Cunard Donaldson
Brazil—			
Rio de Janeiro.....	February 20	<i>Japanese Prince</i>	Furness Withy
Santos.....			
Ceylon—			
Colombo.....	February 10	<i>Seaside</i>	March Shipping
China—			
Shanghai.....	February 3-4	<i>Achilles</i>	Cunard Donaldson
Shanghai.....	February 10	<i>Seaside</i>	March Shipping
Cuba—			
Santiago.....	February 4-6	<i>Magister</i>	Drew, Brown
Santiago.....	February 20-22	<i>Dufferin Bell</i>	Drew, Brown
Denmark—			
Copenhagen.....	March 4-11	<i>Vasaholm</i>	Swedish American

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Egypt—			
Port Said.....	February 13-15	<i>Borneo</i>	Cunard Donaldson
Suez.....	March 12-14	<i>Welleveden</i>	Cunard Donaldson
Alexandria.....	February 10	<i>Seaside</i>	March Shipping
Finland—			
Helsinki.....	March 4-11	<i>Vasaholm</i>	Swedish American
France—			
Marseilles.....	February 14	<i>Capo Arma</i>	Furness Withy
Le Havre.....	February 14	<i>Mortain</i>	Furness Withy
Germany—			
Hamburg.....	February 11-12	* <i>Beaconsfield</i>	Cunard Donaldson
Hamburg.....	March 29-30	* <i>Beckenham</i>	Cunard Donaldson
Gibraltar.....	February 23	<i>A Ship</i>	Montreal Shipping
Greece—			
Piraeus.....	February 26	<i>Marchdale</i>	Montreal Shipping
Hong Kong.....	February 3-4	<i>Achilles</i>	Cunard Donaldson
	February 10	<i>Seaside</i>	March Shipping
Iceland—			
Reykjavik.....	February 4-9	<i>Salmonknot</i>	F. K. Warren
Reykjavik.....	February 10-15	<i>Trucknot</i>	F. K. Warren
India and Pakistan—			
Bombay.....	February 10	<i>Seaside</i>	March Shipping
Calcutta.....			
Madras.....			
Italy—			
Genoa.....	February 23	<i>A Ship</i>	Montreal Shipping
Naples.....			
Venice.....	February 20	<i>A Ship</i>	Montreal Shipping
West Coast Ports...	February 14	<i>Capo Arma</i>	Furness Withy
Malayan Union—			
Penang.....	February 13-15	<i>Borneo</i>	Cunard Donaldson
Port Swettenham..	March 12-14	<i>Welleveden</i>	Cunard Donaldson
Mediterranean—			
Central and Western Areas.....	February 23	<i>A Ship</i>	Montreal Shipping
	February 24	<i>Marchdale</i>	Montreal Shipping
Morocco—			
Casablanca.....	February 24	<i>Marchdale</i>	Montreal Shipping
Netherlands—			
Amsterdam.....	February 11-12	* <i>Beaconsfield</i>	Cunard Donaldson
Rotterdam.....	March 29-30	* <i>Beckenham</i>	Cunard Donaldson
Netherlands East Indies—			
Batavia.....	February 13-15	<i>Borneo</i>	Cunard Donaldson
Cheribon.....			
Samarang.....			
Soerabaya.....			
Newfoundland—			
St. John's.....	February 2	<i>Blue Cloud (r)</i>	Montreal Shipping
St. John's.....	February 2	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	February 5	<i>Blue Peter II (r)</i>	Montreal Shipping
St. John's.....	February 5	<i>Island Connector</i>	Furness Withy
St. John's.....	February 6-9	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	February 7	<i>Fort Townshend (r)</i>	Furness Withy
St. John's.....	February 13	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	February 13	<i>Blue Cloud (r)</i>	Montreal Shipping

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—Con.			
St. John's.....	February 14	<i>Nova Scotia</i> (r)	Furness Withy
St. John's.....	February 19-22	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	February 24	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	March 2	<i>Newfoundland</i> (r)	Furness Withy
St. John's.....	March 6	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	March 17	<i>North Pioneer</i>	Clarke Steamships
Norway—			
Oslo.....	March 4-11	<i>Vasaholm</i>	Swedish American
Stavanger.....			
Bergen.....			
Philippines—			
Manila.....	February 3-4	<i>Achilles</i>	Cunard Donaldson
Poland—			
Gdansk.....	March 4-11	<i>Vasaholm</i>	Swedish American
Portugal—			
Lisbon.....	{ February 23	<i>A Ship</i>	Montreal Shipping
	{ February 26		
St. Pierre et			
Miquelon	{ February 6-9	<i>Mayhaven</i>	Shaw Steamships
	{ February 19-21		
Singapore			
	{ February 10	<i>Seaside</i>	March Shipping
	{ February 13-15		
	{ March 12-14		
Sweden—			
Gothenburg.....	March 4-11	<i>Vasaholm</i>	Swedish American
Malmö.....			
Norrköping.....			
Stockholm.....			
Trieste	February 26	<i>Marchdale</i>	Montreal Shipping
United Kingdom—			
Avonmouth.....	February 14	<i>Boston City</i>	Furness Withy
Liverpool.....	February 1-5	<i>Ascania</i> (r)	Cunard Donaldson
Liverpool.....	February 14	<i>Nova Scotia</i> (r)	Furness Withy
Liverpool.....	February 17-24	<i>Valacia</i> (r)	Cunard Donaldson
Liverpool.....	March 2	<i>Newfoundland</i> (r)	Furness Withy
Liverpool.....	March 10	* <i>Express of Canada</i> (r)	Canadian Pacific
Liverpool.....	March 12	<i>Ascania</i> (r)	Cunard Donaldson
Liverpool.....	April 16	<i>Ascania</i> (r)	Cunard Donaldson
London.....	February 9-15	<i>Vasconia</i> (r)	Cunard Donaldson
Southampton.....	February 16	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	March 5	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	March 24	<i>Aquitania</i>	Cunard Donaldson
Uruguay—			
Montevideo.....	February 20	<i>Japanese Prince</i>	Furness Withy
West Indies—			
Antigua.....	Jan. 24-Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
Antigua.....	Jan. 29-Feb. 4	<i>Canadian Constructor</i> (r)	Canadian National
Antigua.....	February 7-16	<i>Nidaral</i>	Alcoa Steamships
Antigua.....	February 18	* <i>Lady Nelson</i> (r)	Canadian National
Antigua.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Antigua.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
Antigua.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Antigua.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Bahamas.....	February 1-5	<i>Canadian Victor</i>	Canadian National
Bahamas.....	February 10-19	<i>Canadian Cruiser</i> (r)	Canadian National
Bahamas.....	March 1-4	<i>Canadian Challenger</i> (r)	Canadian National
Bahamas.....	March 12-17	<i>Canadian Victor</i>	Canadian National
Bahamas.....	Mar. 25-Apr. 2	<i>Canadian Cruiser</i> (r)	Canadian National

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con			
Barbados.....	Jan. 24–Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
Barbados.....	Jan. 29–Feb. 4	<i>Canadian Constructor</i> (r)	Canadian National
Barbados.....	February 7–16	<i>Nidardal</i>	Alcoa Steamships
Barbados.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
Barbados.....	Feb. 21–Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Barbados.....	March 6–5	<i>Alcoa Polaris</i>	Alcoa Steamships
Barbados.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
Barbados.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Bermuda.....	Jan. 24–Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
Bermuda.....	Jan. 29–Feb. 4	<i>Canadian Constructor</i> (r)	Canadian National
Bermuda.....	February 7–16	<i>Nidardal</i>	Alcoa Steamships
Bermuda.....	February 13	<i>Fort Townshend</i> (r)	Furness Withy
Bermuda.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
Bermuda.....	Feb. 21–Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Bermuda.....	March 6–15	<i>Alcoa Polaris</i>	Alcoa Steamships
Bermuda.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
Bermuda.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
British Guiana.....	Jan. 24–Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
British Guiana.....	Jan. 29–Feb. 4	<i>Canadian Constructor</i> (r)	Canadian National
British Guiana.....	February 7–16	<i>Nidardal</i>	Alcoa Steamships
British Guiana.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
British Guiana.....	Feb. 21–Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
British Guiana.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
British Guiana.....	March 6–15	<i>Alcoa Polaris</i>	Alcoa Steamships
British Guiana.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
British Guiana.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Dominica.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
Dominica.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
Dominica.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Dominica.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
Dominica.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Grenada.....	Jan. 24–Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
Grenada.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
Grenada.....	February 7–16	<i>Nidardal</i>	Alcoa Steamships
Grenada.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
Grenada.....	Feb. 21–Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Grenada.....	March 6–15	<i>Alcoa Polaris</i>	Alcoa Steamships
Grenada.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
Grenada.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Guadeloupe.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
Jamaica.....	February 1–5	<i>Canadian Victor</i>	Canadian National
Jamaica.....	February 4–6	<i>Magister</i>	Drew, Brown
Jamaica.....	February 10–19	<i>Canadian Cruiser</i> (r)	Canadian National
Jamaica.....	March 1–4	<i>Canadian Challenger</i> (r)	Canadian National
Jamaica.....	March 12–17	<i>Canadian Victor</i>	Canadian National
Jamaica.....	Mar. 25–Apr. 2	<i>Canadian Cruiser</i> (r)	Canadian National
Martinique.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
Montserrat.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
Montserrat.....	February 18	* <i>Lady Nelson</i> (r)	Canadian National
Montserrat.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Montserrat.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
Montserrat.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
St. Kitts.....	Jan. 24–Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Kitts.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
St. Kitts.....	February 7–16	<i>Nidardal</i>	Alcoa Steamships
St. Kitts.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
St. Kitts.....	Feb. 21–Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
St. Kitts.....	March 6–15	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Kitts.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
St. Kitts.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con			
St. Lucia.....	Jan. 24–Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Lucia.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
St. Lucia.....	February 7–16	<i>Nidardal</i>	Alcoa Steamships
St. Lucia.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
St. Lucia.....	Feb. 21–Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
St. Lucia.....	March 6–15	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Lucia.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
St. Lucia.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
St. Vincent.....	Jan. 24–Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Vincent.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
St. Vincent.....	February 7–16	<i>Nidardal</i>	Alcoa Steamships
St. Vincent.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
St. Vincent.....	Feb. 21–Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
St. Vincent.....	March 6–15	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Vincent.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
St. Vincent.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Trinidad.....	Jan. 24–Feb. 2	<i>Alcoa Polaris</i>	Alcoa Steamships
Trinidad.....	February 4	<i>Canadian Constructor</i> (r)	Canadian National
Trinidad.....	February 7–16	<i>Nidardal</i>	Alcoa Steamships
Trinidad.....	February 9–17	* <i>Lady Nelson</i> (r)	Canadian National
Trinidad.....	Feb. 21–Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	Feb. 27–Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Trinidad.....	March 6–15	<i>Alcoa Polaris</i>	Alcoa Steamships
Trinidad.....	March 10–18	<i>Canadian Constructor</i> (r)	Canadian National
Trinidad.....	Mar. 26–Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden	February 10	<i>Daltonhall</i>	McLean Kennedy
Africa-East—			
Lourenço Marques.....	{ February 2–12	<i>Cambay</i>	Elder Dempster
	{ February 15–25	<i>Cabano</i>	Elder Dempster
	{ March 1–10	<i>Cargill</i>	Elder Dempster
	{ March 15–25	<i>Cottrell</i>	Elder Dempster
Africa-South—			
Cape Town.....	February 2–12	<i>Cambay</i>	Elder Dempster
Port Elizabeth.....	February 15–25	<i>Cabano</i>	Elder Dempster
East London.....	March 1–10	<i>Cargill</i>	Elder Dempster
Durban.....	March 15–25	<i>Cottrell</i>	Elder Dempster
Australia—			
Sydney.....	February 16–25	<i>Kaituna</i>	Montreal Australia
Melbourne.....			New Zealand Line
Belgium—			
Antwerp.....	February 7	<i>Prins William II</i>	Shipping, Limited
Antwerp.....	February 17	<i>Kent County</i>	Canada Steamships
Antwerp.....	February 18	<i>Mont Rolland</i>	Montreal Shipping
Antwerp.....	February 25	<i>Hedel</i>	Shipping, Limited
Antwerp.....	February 27	<i>Mont Sandra</i>	Montreal Shipping
Antwerp.....	March	<i>Brant County</i>	Canada Steamships
Antwerp.....	March 8	<i>Marchcape</i>	Montreal Shipping
British Honduras—			
Belize.....	February 1–6	<i>Benny</i> (r)	Saguenay Terminals
Canal Zone—			
Cristobal.....	February 1–6	<i>Benny</i> (r)	Saguenay Terminals

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Ceylon— Colombo.....	February 1-5	<i>Daltonhall</i>	McLean Kennedy
China— Shanghai.....	February 3-4	<i>Achilles</i>	Cunard Donaldson
Shanghai.....	February 8	<i>City of Carlisle</i>	McLean Kennedy
Shanghai.....	February 25-29	<i>City of Swansea</i>	McLean Kennedy
Colombia— Barranquilla.....	February 1-6	<i>Benny (r)</i>	Saguenay Terminals
Barranquilla.....	February 23-29	<i>Shakespeare Park (r)</i>	Saguenay Terminals
Dominican Republic Ciudad Trujillo.....	February 23-29	<i>Shakespeare Park (r)</i>	Saguenay Terminals
Egypt— Alexandria.....	February 10	<i>Daltonhall</i>	McLean Kennedy
Port Sudan.....			
Eire— Dublin.....	February 12	<i>Fanad Head</i>	McLean Kennedy
Dublin.....	February 12	<i>Irish Spruce</i>	Shipping, Limited
Cork.....			
France— Le Havre.....	February 17	<i>Kent County</i>	Canada Steamships
Le Havre.....	February 18	<i>Mont Rolland</i>	Montreal Shipping
Le Havre.....	February 27	<i>Mont Sandra</i>	Montreal Shipping
Le Havre.....	March	<i>Brant County</i>	Canada Steamships
Le Havre.....	March 8	<i>Marchcape</i>	Montreal Shipping
Germany— Bremerhaven.....	Jan. 30-Feb. 3	<i>Beaverbrae</i>	Canadian Pacific
Hamburg.....	February 18	<i>Mont Rolland</i>	Montreal Shipping
Hamburg.....	February 27	<i>Mont Sandra</i>	Montreal Shipping
Hamburg.....	March 8	<i>Marchcape</i>	Montreal Shipping
Haiti— Port au Prince.....	February 23-29	<i>Shakespeare Park (r)</i>	Saguenay Terminals
Hong Kong	February 3-4	<i>Achilles</i>	Cunard Donaldson
	February 8	<i>City of Carlisle</i>	McLean Kennedy
	February 25-29	<i>City of Swansea</i>	McLean Kennedy
India— Karachi.....	February 10	<i>Daltonhall</i>	McLean Kennedy
Bombay.....			
Calcutta.....			
Madras.....			
Mexico— Veracruz.....	February 7	<i>Federal Ambassador</i>	McLean Kennedy
	March 1	<i>Federal Pioneer</i>	McLean Kennedy
Netherlands— Rotterdam.....	February 7	<i>Prins Willem II</i>	Shipping, Limited
Rotterdam.....	February 17	<i>Kent County</i>	Canada Steamships
Rotterdam.....	February 18	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam.....	February 25	<i>Hedel</i>	Shipping, Limited
Rotterdam.....	February 27	<i>Mont Sandra</i>	Montreal Shipping
Rotterdam.....	March	<i>Brant County</i>	Canada Steamships
Rotterdam.....	March 8	<i>Marchcape</i>	Montreal Shipping
Netherlands West Indies— Curaçao.....	February 23-29	<i>Shakespeare Park (r)</i>	Saguenay Terminals
New Zealand— Auckland.....	February 16-25	<i>Kaituna</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Northern Ireland— Belfast.....	February 12	<i>Fanad Head</i>	McLean Kennedy

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Norway—			
Oslo.....	February 10-12	<i>Frierfjord</i>	March Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
Philippines—			
Manila.....	February 3-4	<i>Achilles</i>	Cunard Donaldson
Manila.....	February 8	<i>City of Carlisle</i>	McLean Kennedy
Manila.....	February 25-29	<i>City of Swansea</i>	McLean Kennedy
United Kingdom—			
Avonmouth.....	February 7-14	<i>Gracia</i> (r)	Cunard Donaldson
Avonmouth.....	February 12-17	<i>Moveria</i>	Cunard Donaldson
Avonmouth.....	February 14-21	<i>Delilian</i> (r)	Cunard Donaldson
Avonmouth.....	Feb. 26-Mar. 5	<i>Carmia</i> (r)	Cunard Donaldson
Avonmouth.....	March 7-14	<i>Salacia</i> (r)	Cunard Donaldson
Avonmouth.....	Mar. 27-Apr. 3	<i>Norwegian</i> (r)	Cunard Donaldson
Glasgow.....	February 7-14	<i>Norwegian</i> (r)	Cunard Donaldson
Glasgow.....	Feb. 26-Mar. 5	<i>Dorelian</i> (r)	Cunard Donaldson
Glasgow.....	March 9-16	<i>Moveria</i> (r)	Cunard Donaldson
Glasgow.....	April 6-13	<i>Delilian</i> (r)	Cunard Donaldson
Glasgow.....	April 9-16	<i>Carmia</i> (r)	Cunard Donaldson
Hull.....	February 4-9	<i>Consuelo</i> (r)	McLean Kennedy
Hull.....	February 14-20	<i>Marengo</i> (r)	McLean Kennedy
Leith.....	February 10	<i>Cairnavon</i>	Furness Withy
Leith.....	February 20	<i>Cairnesk</i> (r)	Furness Withy
Liverpool.....	February 1-7	<i>Hillcrest Park</i>	Cunard Donaldson
Liverpool.....	February 5-12	<i>Beaverburn</i> (r)	Canadian Pacific
Liverpool.....	February 9-15	<i>Sibley Park</i>	Cunard Donaldson
Liverpool.....	February 12	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	February 16-23	<i>Beaverford</i> (r)	Canadian Pacific
Liverpool.....	Feb. 29-Mar. 7	<i>Arabia</i> (r)	Cunard Donaldson
Liverpool.....	March 10	<i>Empress of Canada</i> (r)	Canadian Pacific
London.....	February 1-5	<i>Australind</i>	Cunard Donaldson
London.....	February 4-10	<i>Beaverglen</i> (r)	Canadian Pacific
London.....	February 9-16	<i>Asia</i> (r)	Canadian Pacific
London.....	February 11-17	<i>Beavercove</i> (r)	Canadian Pacific
London.....	Feb. 29-Mar. 7	<i>Port Melbourne</i> (r)	Cunard Donaldson
London.....	March 17	<i>Beaverdell</i> (r)	Canadian Pacific
Manchester.....	February 5	<i>Manchester Regiment</i> (r)	Furness Withy
Manchester.....	February 12	<i>Manchester City</i> (r)	Furness Withy
Manchester.....	February 19	<i>Manchester Progress</i> (r)	Furness Withy
Manchester.....	February 26	<i>Manchester Trader</i> (r)	Furness Withy
Manchester.....	March 11	<i>Manchester Shipper</i> (r)	Furness Withy
Newcastle.....	February 10	<i>Cairnavon</i>	Furness Withy
Newcastle.....	February 20	<i>Cairnesk</i> (r)	Furness Withy
Venezuela—			
La Guaira.....	February 23-29	<i>Shakespeare Park</i> (r)	Saguenay Terminals
La Guaira.....	February 1-6	<i>Benny</i> (r)	Saguenay Terminals
Maracaibo.....			

DIRECTORY INFORMATION

The Foreign Trade Service head office directory, which usually appears in the last issue of *Foreign Trade* each month, will not be published in this number, due to the forthcoming changes in the location of offices and telephone numbers.

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..	February 7	<i>Overijsel</i>	Dingwall Cotts
Lourenço Marques..	March	<i>Silversandal</i>	Dingwall Cotts
Mombasa.....	Jan. 29–Feb. 14	<i>Lake Nipigon</i>	North Pacific Shipping
Africa-South—			
Cape Town.....	February 7 March	<i>Overijsel</i> <i>Silversandal</i>	Dingwall Cotts
Port Elizabeth.....			Dingwall Cotts
East London.....			
Durban.....			
Algeria—			
Algiers.....	February 5	<i>Earl A. Bloomquist</i>	Empire Shipping
Argentina—			
Buenos Aires.....	February 5	<i>Whittier Victory</i>	Balfour Guthrie
Buenos Aires.....	February 22	<i>Clearwater Victory</i>	Balfour Guthrie
Buenos Aires.....	March	<i>Hoyanger</i>	Empire Shipping
Australia—			
Melbourne.....	February 26	<i>Wairata</i>	Canadian Australasian
Sydney.....			
Brisbane.....	March	<i>Mattawunga</i>	Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Sydney.....	February 16 March	<i>Mongabarra</i> <i>A Ship</i>	Empire Shipping Empire Shipping
Melbourne.....			
Adelaide.....			
Antwerp.....	February 3	<i>Rouen</i>	Empire Shipping
Antwerp.....	February 19	<i>Suecia</i>	Gardner Johnson
Antwerp.....	March 1	<i>Argentina</i>	Gardner Johnson
Antwerp.....	March 12	<i>Panama</i>	Gardner Johnson
Antwerp.....	March 22	<i>Seattle</i>	Gardner Johnson
Antwerp.....	April 25	<i>Paraguay</i>	Gardner Johnson
Brazil—			
Rio de Janeiro.....	February 5	<i>Whittier Victory</i>	Balfour Guthrie
Santos.....	February 22	<i>Clearwater Victory</i>	Balfour Guthrie
Burma—			
Rangoon.....	February 5	<i>Höegh Silverspray</i>	Dingwall Cotts
Rangoon.....	February 24–25	<i>China Mail</i>	American Mail Line
Rangoon.....	March 23–24	<i>Java Mail</i>	American Mail Line
Rangoon.....	April 23–24	<i>Oregon Mail</i>	American Mail Line
Canal Zone—			
Balboa.....	February 5	<i>Gunner's Knot</i>	Gardner Johnson
Balboa.....	February 16	<i>Coastal Nomad</i>	Gardner Johnson
Balboa.....	March 9	<i>Anchor Hitch</i>	Gardner Johnson
Balboa.....	March 31	<i>Coastal Adventurer</i>	Gardner Johnson
Ceylon—			
Colombo.....	February 15	<i>Japara</i>	Dingwall Cotts
Colombo.....	February 18	<i>Tosart</i>	Dingwall Cotts
Colombo.....	February 24–25	<i>China Mail</i>	American Mail Line
Colombo.....	March 23–24	<i>Java Mail</i>	American Mail Line
Colombo.....	April 23–24	<i>Oregon Mail</i>	American Mail Line
Chile—			
Arica.....	February 9 February 25 March 19	<i>Santa Leonor</i>	Gardner Johnson
Antofagasta.....		<i>Santa Adela</i>	Gardner Johnson
Valparaiso.....		<i>Santa Juana</i>	Gardner Johnson
Valparaiso.....	March	<i>Hoyanger</i>	Empire Shipping

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai.....	Jan. 24-Feb. 8	<i>Lake Pennask</i>	North Pacific Shipping
Shanghai.....	Jan. 30-Feb. 13	<i>Lake Kamloops</i>	Anglo Canadian
Shanghai.....	February 16-Mar. 1	<i>Lake Sicamous</i>	Anglo Canadian
Shanghai.....	Feb. 26-Mar. 13	<i>Lake Babine</i>	Anglo Canadian
Shanghai.....	March 1-2	<i>Washington Mail</i>	American Mail Line
Shanghai.....	April 1-2	<i>Canada Mail</i>	American Mail Line
Shanghai.....	March 6	<i>Kookaburra</i>	Empire Shipping
Taku Bar.....	March 12-13	<i>Island Mail</i>	American Mail Line
	April 13-14	<i>American Mail</i>	American Mail Line
Columbia—			
Buenaventura.....	February 9	<i>Santa Leonor</i>	Gardner Johnson
Buenaventura.....	February 13	<i>Don Anselmo</i>	Empire Shipping
Buenaventura.....	February 25	<i>Santa Adela</i>	Gardner Johnson
Buenaventura.....	March 19	<i>Santa Juana</i>	Gardner Johnson
Costa Rica—			
Puntarenas.....	February 13	<i>Don Anselmo</i>	Empire Shipping
Ecuador—			
Guayaquil.....	February 9	<i>Santa Leonor</i>	Gardner Johnson
Guayaquil.....	February 25	<i>Santa Adela</i>	Gardner Johnson
Guayaquil.....	March 19	<i>Santa Juana</i>	Gardner Johnson
Egypt—			
Alexandria.....	Jan. 30-Feb. 13	<i>Lake Canim</i>	Canada Shipping
Fiji Islands—			
Lautoka.....	February 26	<i>Wairala</i>	Canadian Australasian
France—			
Le Havre.....	February 5	<i>Rouen</i>	Empire Shipping
Marseilles.....	February 5	<i>Earl A. Bloomquist</i>	Empire Shipping
Marseilles.....	February 9	<i>Dickinson Victory</i>	Anglo Canadian
Greece—			
Piraeus.....	Jan. 30-Feb. 13	<i>Lake Canim</i>	Canada Shipping
Piraeus.....	February 3-17	<i>Lake Chilliwack</i>	Canada Shipping
Piraeus.....	February 9	<i>Dickinson Victory</i>	Anglo Canadian
Guatemala—			
San Jose.....	February 5	<i>Gunner's Knot</i>	Gardner Johnson
San Jose.....	February 16	<i>Coastal Nomad</i>	Gardner Johnson
San Jose.....	March 9	<i>Anchor Hitch</i>	Gardner Johnson
San Jose.....	March 31	<i>Coastal Adventurer</i>	Gardner Johnson
Honduras—			
Amapala.....	February 5	<i>Gunner's Knot</i>	Gardner Johnson
Amapala.....	February 16	<i>Coastal Nomad</i>	Gardner Johnson
Amapala.....	March 9	<i>Anchor Hitch</i>	Gardner Johnson
Amapala.....	March 31	<i>Coastal Adventurer</i>	Gardner Johnson
	February 2-15	<i>Lake Pennask</i>	North Pacific Shipping
	February 13	<i>Hemland</i>	Gardner Johnson
	February 14	<i>Roseville</i>	Balfour Guthrie
	March	<i>Andaman</i>	Gardner Johnson
	March 1-2	<i>Washington Mail</i>	American Mail Line
	March 12-13	<i>Island Mail</i>	American Mail Line
	March 14	<i>Castleville</i>	Balfour Guthrie
	April 1-2	<i>Canada Mail</i>	American Mail Line
	April 13-14	<i>American Mail</i>	American Mail Line
	April 14	<i>Francisville</i>	Balfour Guthrie
Hong Kong.....			
India and Pakistan—			
Bombay.....	Jan. 29-Feb. 14	<i>Lake Nipigon</i>	North Pacific Shipping
Calcutta.....	February 15	<i>Japara</i>	Dingwall Cotts
	Early February	<i>Silverguava</i>	Dingwall Cotts
	February 5	<i>Hoegh Silverspray</i>	Dingwall Cotts
	February 24-25	<i>China Mail</i>	American Mail Line
	March 23-24	<i>Java Mail</i>	American Mail Line
	April 23-24	<i>Oregon Mail</i>	American Mail Line

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
India and Pakistan—			
Con. Calcutta.....	February 2-15	<i>Lake Pennask</i>	North Pacific Shipping
Bombay..... Karachi.....	February 18	<i>Tosari</i>	Dingwall Cotts
Italy—			
Genoa.....	February 3	<i>George D. Gratsos</i>	Empire Shipping
Genoa.....	February 3-17	<i>Lake Chilliwack</i>	Anglo Canadian
Genoa.....	February 5	<i>Earl A. Bloomquist</i>	Empire Shipping
Genoa.....	February 9	<i>Dickinson Victory</i>	Anglo Canadian
Japan—			
Yokohama.....	February 3-9	<i>Lake Winnipeg</i>	Empire Shipping
Yokohama.....	February 24-25	<i>China Mail</i>	American Mail Line
Yokohama.....	March 1-2	<i>Washington Mail</i>	American Mail Line
Yokohama.....	March 12-13	<i>Island Mail</i>	American Mail Line
Yokohama.....	March 23-24	<i>Java Mail</i>	American Mail Line
Yokohama.....	April 1-2	<i>Canada Mail</i>	American Mail Line
Yokohama.....	April 13-14	<i>American Mail</i>	American Mail Line
Keelung.....	Feb. 26-Mar. 13	<i>Lake Babine</i>	Anglo Canadian
Malayan Union—			
	February 14	<i>Roseville</i>	Balfour Guthrie
	February 18	<i>Tosari</i>	Dingwall Cotts
	February 24-25	<i>China Mail</i>	American Mail Line
Penang.....	March 14	<i>Castleville</i>	Balfour Guthrie
Port Swettenham.....	March 23-24	<i>Java Mail</i>	American Mail Line
	April 14	<i>Francisville</i>	Balfour Guthrie
	April 23-24	<i>Oregon Mail</i>	American Mail Line
Netherlands—			
Rotterdam.....	February 3	<i>Rouen</i>	Empire Shipping
Netherlands East Indies—			
	February 5	<i>Höegh Silverspruy</i>	Dingwall Cotts
	February 14	<i>Roseville</i>	Balfour Guthrie
	February 15	<i>Japara</i>	Dingwall Cotts
Batavia.....	February 18	<i>Tosari</i>	Dingwall Cotts
Soerabaya.....	March 14	<i>Castleville</i>	Balfour Guthrie
	March 23-24	<i>Java Mail</i>	American Mail Line
	April 14	<i>Francisville</i>	Balfour Guthrie
	April 23-24	<i>Oregon Mail</i>	Balfour Guthrie
New Zealand—			
Auckland..... Wellington.....	February 26	<i>Wairata</i>	Canadian Australasian
Palestine—			
Haifa.....	February 3	<i>George D. Gratsos</i>	Empire Shipping
Haifa.....	February 5	<i>Earl A. Bloomquist</i>	Empire Shipping
Panama—			
Balboa.....	February 4-5	<i>Santa Leonor</i>	Gardner Johnson
Peru—			
Callao.....	February 9	<i>Santa Leonor</i>	Gardner Johnson
	February 25	<i>Santa Adela</i>	Gardner Johnson
	March 19	<i>Santa Juana</i>	Gardner Johnson
Philippines—			
	February 14	<i>Roseville</i>	Balfour Guthrie
Manila.....	March 1-2	<i>Washington Mail</i>	American Mail Line
Iloilo.....	March 14	<i>Castleville</i>	Balfour Guthrie
Cebu.....	April 1-2	<i>Canada Mail</i>	American Mail Line
	April 14	<i>Francisville</i>	Balfour Guthrie
Manila.....	Early February	<i>Silverguava</i>	Dingwall Cotts
Manila.....	February 5	<i>Höegh Silverspruy</i>	Dingwall Cotts
Manila.....	February 13	<i>Hemland</i>	Gardner Johnson
Manila.....	February 15	<i>Japara</i>	Dingwall Cotts
Manila.....	February 24-25	<i>China Mail</i>	American Mail Line
Manila.....	March	<i>Andaman</i>	Gardner Johnson
Manila.....	March 6	<i>Kookaburra</i>	Empire Shipping
Manila.....	March 23-24	<i>Java Mail</i>	American Mail Line

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines—Con.			
Manila.....	April 23-24	<i>Oregon Mail</i>	American Mail Line
Manila.....	March 12-13 April 13-14	<i>Island Mail</i>	American Mail Line
Cebu.....		<i>American Mail</i>	American Mail Line
Portugal—			
Lisbon.....	February 5	<i>Earl A. Bloomquist</i>	Empire Shipping
Salvador—			
La Libertad.....	February 13	<i>Don Anselmo</i>	Empire Shipping
La Libertad.....	February 25	<i>Santa Adela</i>	Gardner Johnson
La Union.....	February 5 February 16 March 9 March 31	<i>Gunner's Knot</i>	Gardner Johnson
La Libertad.....		<i>Coastal Nomad</i>	Gardner Johnson
San Salvador.....		<i>Anchor Hitch</i>	Gardner Johnson
		<i>Coastal Adventurer</i>	Gardner Johnson
	February 5	<i>Høegh Silverspray</i>	Dingwall Cotts
	Early February	<i>Silverguava</i>	Dingwall Cotts
	February 14	<i>Roseville</i>	Balfour Guthrie
	February 15	<i>Japara</i>	Dingwall Cotts
Singapore—	February 24-25	<i>China Mail</i>	American Mail Line
	March 14	<i>Castleville</i>	Balfour Guthrie
	March 23-24	<i>Java Mail</i>	American Mail Line
	April 14	<i>Francisville</i>	Balfour Guthrie
	April 23-24	<i>Oregon Mail</i>	American Mail Line
Sweden—			
Gothenburg.....	February 19	<i>Suecia</i>	Gardner Johnson
Helsingborg.....	March 1	<i>Argentina</i>	Gardner Johnson
Malmö.....	March 12	<i>Panama</i>	Gardner Johnson
Stockholm.....	March 22	<i>Seattle</i>	Gardner Johnson
	April 25	<i>Paraguay</i>	Gardner Johnson
Trieste	Jan. 31—Feb. 15	<i>Lake Chilliwack</i>	Anglo Canadian
Trinidad—			
Port of Spain.....	February 22	<i>Clearwater Victory</i>	Balfour Guthrie
United Kingdom—			
Liverpool.....	February 5-10 Mid-March	<i>Pacific Shipper</i>	Furness Pacific
Manchester.....		<i>Pacific Exporter</i>	Furness Pacific
London.....	Feb. 28—Mar. 14	<i>Lake Athabasca</i>	Western Canada SS
London.....	Late February	<i>Laurentia</i>	Balfour Guthrie
Miscellaneous Ports.	Jan. 23—Feb. 7	<i>Lake Minnewanka</i>	Anglo Canadian
Uruguay—			
Montevideo.....	February 5	<i>Whittier Victory</i>	Balfour Guthrie
Venezuela—			
La Guaira.....	February 13	<i>Don Anselmo</i>	Empire Shipping
Maracaibo.....			
Puerto Cabello.....			

Firms who can afford it frequently establish their own Export Department under a competent export manager, or, in smaller firms, an export clerk, who is responsible to a senior executive of the firm. The export manager looks after all phases of the export trade, and, if possible, visits the company's markets or a portion of them, each year or two, in order to maintain close relationship with their agents and customers abroad. (See our *ABC of Canadian Export Trade*, page 13.)

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, Fore-son Building. 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 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 Libva.

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 Commissioner. 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 Jan. 19	Nominal Quotations Jan. 26
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2495	.2480
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	.0046
French Empire—African.....	Franc		.0142	.0079
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