

# FOREIGN TRADE

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**COVER SUBJECT**—Canadian Holstein Friesian heifer and calf in the auction ring at Kinnerton, Cheshire, where considerable interest was displayed by English farmers in pedigree animals imported from this country last summer. A total of seventy-two cattle were sold, and the average price for the heifers was 225 guineas, equivalent to \$946.50. One heifer and calf topped the market at 375 guineas. Favourable impression created before the war continues with increasing demand for livestock from Canada. (See report in this issue.)

# Canadian Cattle Are Favoured at Auctions in United Kingdom

*Holstein Friesians shipped to Britain before the war created good impression, resulting in substantial demand for same breed at this time—British Friesian Society and independent buyers importing pedigree stock from this country—Heifers sold for high average price.*

By W. B. Cornall, Commercial Secretary for Canada (Agricultural Specialist)

**L**ONDON.—Two auction sales of pedigree Canadian Holstein Friesian cattle were held in this country last summer with very satisfactory results in respect to selling values. The success of these public sales, in addition to private purchases during the past two years, is evidence of the favour in which the breed is now held, and to the proper evaluation of the existing demand a review of Canadian Holstein Friesian cattle in the United Kingdom is essential.

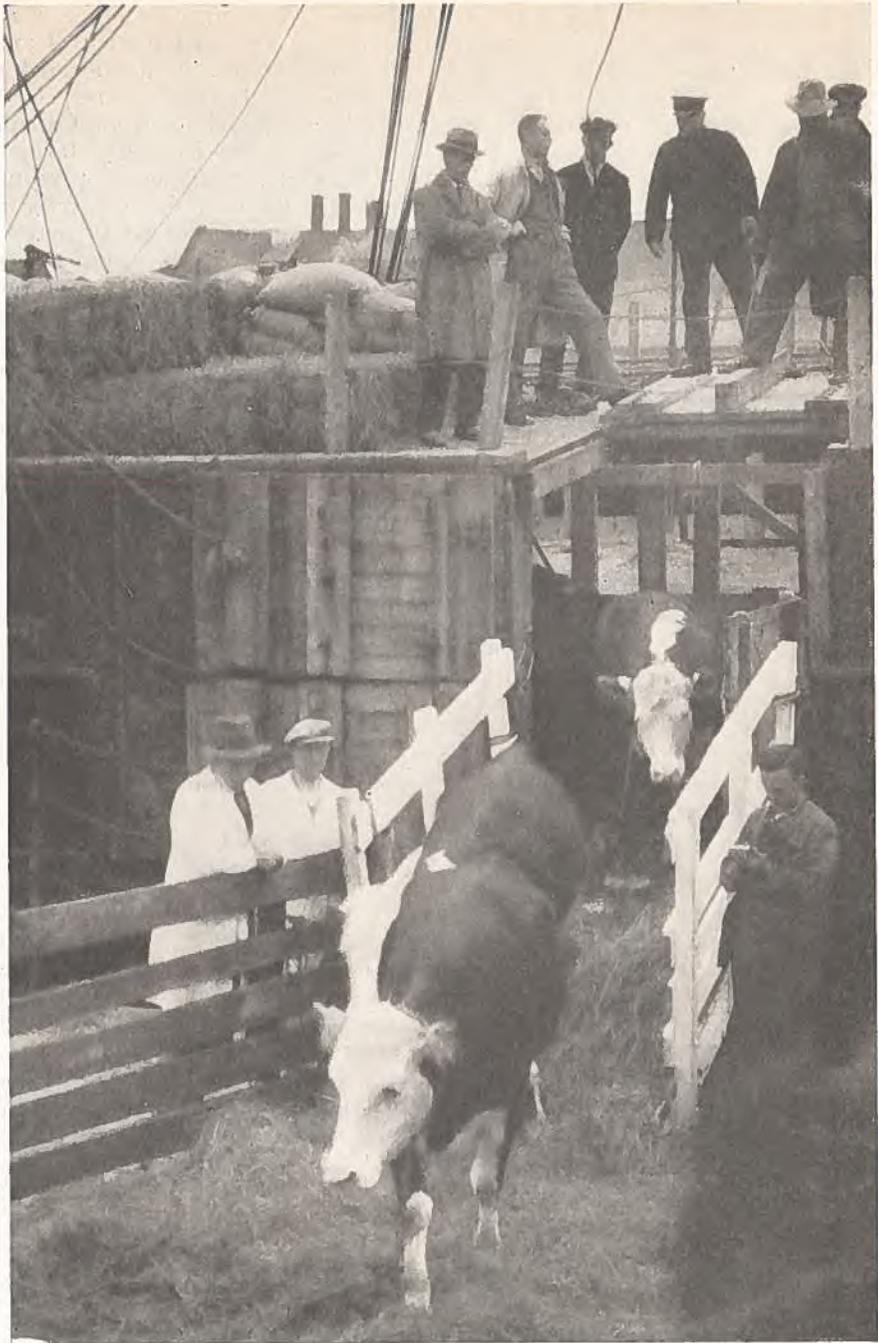
During the few years immediately preceding the Second World War, between one and two thousand in-calf heifers were imported from Canada by Great Britain each year. With the exception of a comparatively few pedigree animals, purchased for private account, the cattle were mainly grades consigned for sale by auction immediately on arrival at port of disembarkation, and shipments were made to Birkenhead, Cardiff and Glasgow, where special arrangements for landing and sale were available. The cattle were dispersed to many parts of the United Kingdom, and the cost delivered to farm rarely exceeded £30 per head, or about \$150 at the existing rate of exchange.

## **Imported Cattle Have Created Good Name for the Canadian Breed**

These cattle and their female progeny brought over in dam, with few exceptions, have created an excellent name for the Canadian breed. Many survive to the present day, yielding large quantities of milk and standing up well to the strain of heavy production over many lactations under normal farm conditions.

During the later war years, a number of dairy farmers grouped together to investigate the possibilities of importing into the United Kingdom Canadian pedigree Holstein cattle. These farmers desired to build up herds on the basis of imported pedigree Canadian stock selected by themselves, whereas the British Friesian Society was prepared to consider the importation of selected animals, based on prescribed production and percentage butterfat of the three nearest dams in the case of bulls and the two nearest dams in the case of females. The Society would not agree to importations by individual members or accept for registration any animals imported, except through the Society. This decision by the Society did not deter those who desired to import pedigree stock independently, when opportunity arose.

During the war, importation of cattle was not possible, but in December, 1945, an open general licence was issued by the Board of Trade, permitting the importation of dairy cattle from British Empire countries. This provided an opportunity, early in 1946, for a leading member of the dairy farmer group to visit Canada for the purpose of selecting a number of in-calf heifers on its behalf and for himself. Altogether 192 head, segregated into herd units, were selected and shipped to the United Kingdom.



**Great Britain—Canadian cattle going ashore after crossing the Atlantic.**

As an illustration of the excellent name which Canadian Holstein Friesians had established in prewar days, a gentleman, hitherto engaged in large business, decided to purchase a farm in Cheshire, and the farm happened to be one which had had experience with Canadian Holstein Friesians. This newcomer to the dairy industry had to decide which breed

should be kept and it lay between the British Friesian, Ayrshire and the Canadian Holstein Friesian. Based on experience and contacts with Canadian Trade Commissioners in other parts of the world, he decided to telephone the Canadian Trade Commissioner in London in respect to the possibilities of importing pedigree Holstein Friesians from Canada, but he was not aware of the interested group of British dairy farmers, or the action they were already taking. The trade commissioner replied that a dairy farmer was already in Canada for the purpose of purchasing Holstein Friesian cattle, and he would, no doubt, be pleased to make a selection on his behalf. On the assurance of the trade commissioner that the cattle would be selected from accredited herds with good production records, he decided to order 50 in-calf heifers and two bulls.

The 52 animals were selected and shipped to the farm in Cheshire, where they have established an excellent reputation. Official figures for the first lactation are not yet available, but they are expected to show an average of over 12,000 pounds at slightly more than 3.5 per cent butterfat. It should be added that the cattle all passed the British official tuberculin test and have been granted attested (accredited) status.

Similar experience has been achieved wherever Canadian cattle have been located.

Later in the year, the British Friesian Society sent a delegation to Canada to select upwards of 200 head, male and female, from the best producing herds and according to prescribed specification in respect to milk yield and butterfat. The animals were not allocated in small herd units but distributed singly or in pairs to members of the Society upon application. Distribution was by lot and the applicant received the animal drawn against his name. The stock was quite expensive, far in excess of the animals purchased by the dairy farmers referred to above, and will undoubtedly leave a good impression upon British Friesian herds.

#### **Farmer Group Organizes Auction to Meet Growing Demand**

In 1947, to meet the growing demand for the establishment of Canadian herds in the United Kingdom, a visit to Canada was made by several members of the dairy farmer group to select animals for the direct account of themselves and other farmers. They also decided to meet the requirements of farmers who preferred to see and examine the animals they might wish to purchase and to import a selection of in-calf heifers and a few bulls to be offered for sale by public auction on an appropriate date.

Such a public auction required considerable organization. Under agreement with the British Ministry of Agriculture, the animals, which were selected from Canadian accredited herds and passed the Canadian tuberculin test within 30 days of leaving Canada, were kept on approved clean farms in the United Kingdom until the sale. The sale was held under the Attested Herd Scheme, and the animals when sold were moved under permit to attested farms, there to be quarantined for 60 days, after which, on passing the official tuberculin test, they would achieve Attested Status.

More than 90 animals, including three bulls, were selected and on arrival they were dispersed to approved farms. During the period of several weeks before the sale, the animals were visited and inspected by many interested farmers. Considerable advertising was undertaken and widespread interest became apparent.

The sale was held at Kinnerton, Cheshire, on the farm which had received the 50 in-calf heifers and two bulls previously referred to. A sale ring built up of baled straw was erected, a car park and refreshments were provided. The day was fine, attendance was greater than expected, and

the cattle sold at figures in excess of the level anticipated and which compared very favourably with the average of the normal attested pedigree cattle sale.

The Canadian herd which had been established on the farm the previous year was a very considerable asset to the sale, as it had been the centre of widespread interest and was visited by farmers and others from many parts of the United Kingdom.

#### Heifers Sell for High Average Price at Sale

The average price for the heifers was 225 guineas, equivalent to approximately \$946.50. A full list of prices is not available, but for 72 animals the following price ranges were obtained:

	Guineas	Dollars
6 animals .....	300-325	1267-1373
14 " .....	255-295	1077-1246
23 " .....	200-250	845-1056
27 " .....	150-195	634-824
2 " .....	95-105	401-444

A number of the heifers calved before the sale. The calves were sold separately, and realized from 20 guineas (\$84.50) to 120 guineas (\$507). The highest price was paid for a bull calf out of a heifer which sold at 255 guineas (\$1,077), an animal of good breeding out of Elm Beauty Abbekerk, 335990, classified as "Excellent" in the Selective Registry of the Holstein Friesian Association of Canada, and sired by "Montvic Rag Apple Triune" classified as "XXX".

The most noticeable features of the sale, and the apparent price determining factors were (a) general condition and appearance, (b) nearness to calving, (c) udder development. After calving the price of the heifer dropped but was more than compensated, in most instances, by the value of the calf. In the instance cited above, the value of heifer and calf topped the market at 375 guineas (\$1,585).

#### Second Auction Sale in August a Success

A second sale, held at Yeovil on August 28, 1947, had been arranged with approval of the Ministry of Agriculture. This sale was intended to assist in restocking dairy farms which had experienced heavy stock losses by a severe outbreak of foot-and-mouth disease earlier in the year, and included, for test purposes, a number of grade in-calf heifers (50 head). This sale was equally successful but prices were not so high as in the first sale, the pedigree stock were not of such good breeding and while the grades were expected to sell at considerably lower values, prices realized were higher than anticipated.

Prices for seventeen pedigree in-calf heifers ranged from 150 gns. (\$634) to 200 gns. (\$845) with an average of \$676. After deducting all expenses the margin of profit on these animals would be quite small. The grades, however, were a particularly fine selection and sold from 85 gns. (\$359) (an animal which travelled very badly) to 170 gns. (\$717) with an average of 135 gns. (\$569).

While the prices achieved at both sales may be considered rather high, the costs of transportation were in excess of \$100 per head, the cattle were laid up on farms for periods ranging from two to six weeks which added considerably to the cost, and there were losses caused by premature births and barren heifers. Mastitis also caused some loss in value, and one heifer developed a blind quarter which materially affected her selling price. Such factors must be allowed for in a trading venture of this kind, also the heifers must be guaranteed in-calf, whether pedigree or grade.

A further important factor is the organization of suitable farms, approved by the Ministry of Agriculture under the Attested Herd Scheme, where the cattle can lay up until the sale. Such an organization is now in being, a joint affair between the Canadian shipper and the British importer (bona fide dairy farmers) and the first venture has proven successful particularly in respect to female stock.

#### **Several Bulls Imported for Auction Fail to Bring Expected Price**

The importation of several bulls of varying age for sale by auction was not so successful and the prices realized did not come up to expectations. The British dairy farmer has his own idea of a good bull, apart from its pedigree, and the animals selected apparently failed to meet requirements. This is a matter for careful study and experience will guide future action.

The successful result of these sales inspired the Dairy Farmer Group to apply for an additional permit from the Ministry of Agriculture for a further importation of female stock, but the rapid development of the financial crisis in the United Kingdom's association with the dollar area compelled the British Treasury to request that no further expenditure of dollar resources for such purpose should be made at the present time. The situation was accepted and while a promising trade in dairy cattle from Canada to the United Kingdom is held for the time being, demand is growing and enquiries are numerous. It may be confidently expected that trade will be restarted immediately dollars become available.

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## **Tonnage of Merchant Ships on Ways in Great Britain Highest in Many Years**

*Largest for twenty-five years, total of 2,173,361 gross tons of merchant shipping under construction at end of last year—Tonnage represents an increase of 236,299 tons over that at end of 1946.*

**L**ONDON, January 21, 1948.—(FTS)—Great Britain had 2,173,361 gross tons of merchant shipping under construction at the end of last year, which represents an increase of 236,299 tons over that at the end of 1946. The tonnage is 60,692 higher than three months ago and the largest for twenty-five years.

According to Lloyd's Register of Shipping, there is a steady increase in the tonnage intended for registration abroad. The figure has risen to 671,000 tons, or 30.9 per cent of the total being built. During the last quarter of 1947, construction commenced on 51 vessels, of 146,832 gross tons, for delivery to owners overseas.

The tonnage of merchant vessels building abroad at the end of December was 1,808,996, which was 47,228 tons less than recorded at the end of September. Figures for Germany, Japan and Russia were not included in the returns. The leading countries abroad are: France, 295,389 tons; Sweden, 261,605 tons; Holland, 255,199 tons; Italy, 219,922 tons; British Commonwealth, 200,055 tons (including Canada, 148,250 tons, and Australia, 40,715 tons); the United States, 135,852 tons; Denmark, 134,685 tons; and Spain, 108,431 tons.

Of the shipping under construction in the United Kingdom, 980,567 tons represented steamers and 1,182,475 tons, motor-ships. Outside the United Kingdom, the construction comprised 462,139 tons of steamers and 1,346,857 tons of motor-ships.

# Singapore Regains Prewar Position Among World's Leading Ports

*Regular steamship services from Canada contribute much to development of trade with Dominion—Prominent as international air terminal—Railway development limited, but replacements required—Base of operations for commercial houses.*

By Paul Sykes, Canadian Trade Commissioner

(Editor's Note.—This is the second of four articles pertaining to Singapore and the Malayan Union, both as a market and source of supply. The first appeared in the January 24th issue of *Foreign Trade*.)

**S**INGAPORE, January 12, 1948—Singapore is rapidly regaining its prewar position as one of the world's leading ports, together with Penang and Port Swettenham. If it were not for the decline in trade with Java, Sumatra, China and Japan, the progress achieved since the conclusion of hostilities would have been even more marked. Some twenty British, Canadian, Australian, Dutch, Danish, Norwegian, United States and other steamship companies are operating passenger and freight services to or through Singapore from Australia, Europe, North America and South Africa, while connections are provided with Burma, China, French Indo-China, India, the Philippines and Siam. Coastal services are maintained along both sides of the Malayan Peninsula, and are operated to Borneo, Java, Sumatra and other destinations in the Archipelago.

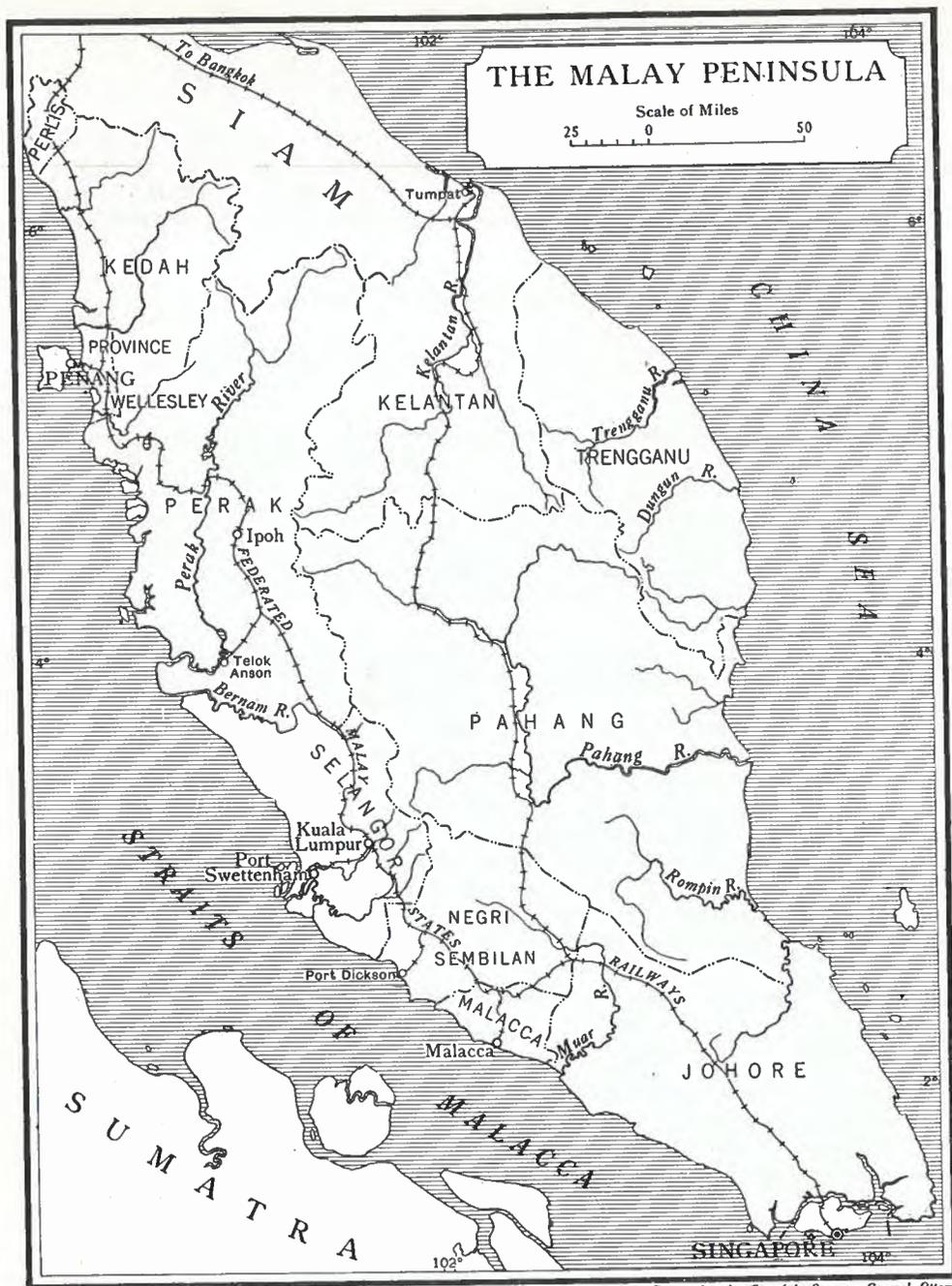
Canada is linked with Singapore for the first time by regular services operated directly from the Atlantic and Pacific coast ports. The companies concerned, some of which are Canadian-owned, are still engaged in the development of traffic. In these times, when cargoes are frequently an unknown quantity, the process is inclined to be tedious and uncertain. But, the eventual value to Canada and her export trade is bound to be substantial, particularly when fast ships with reasonable cold storage space are placed in the service.

## Singapore Regains Prominence as Air Terminal

Singapore has regained much of its former prominence as an international air terminal, and is likely to achieve even greater importance as a junction for some of the world's leading air lines. With two airports, other than the R.A.F. bases that can be used in an emergency, Singapore is geographically and practically adapted for her outstanding role in air transportation. These airports, which are capable of handling all types of aircraft, are being extended and improved, while facilities are also available for flying boats.

The principal companies operating through Singapore are the British Overseas Airways Corporation, Qantas Empire Airways, K.L.M., Skyways, Cathay Pacific Airways and Pacific Overseas Airways (Siam). Others, including Chinese National Airways, are contemplating the extension of their services to include local calls. Malayan Airways offers a good service to Kuala Lumpur, Ipoh, Penang, Bangkok and Medan, in Sumatra, while air services are maintained to the principal parts of British Borneo.

Railway development in Malaya has been limited by the fact that distances are relatively short, and the inland areas of agricultural, forestry and mineral production are readily accessible to the various ports. The



Prepared at the office of the Surveyor General, Ottawa

main railway line runs from Singapore to Kuala Lumpur, headquarters of the system, and continues northward to Prai. A branch line and highway connect Malacca with the main section, while another branch line to the east coast awaits restoration after having been torn up by the Japanese invaders for use in the construction of the notorious railway between Siam and Burma, which is unfinished. The Malayan Railway is owned by the



**Singapore—Front view of the Cathay Building, with the Cathay Theatre in front.**

government and, although only meter gauge, provides all modern facilities. It is in need of replacements, such as locomotives and rolling stock.

The highway system in the Malayan Union is neither extensive nor elaborate, but provides well-surfaced roads over the difficult contours separating the principal cities and towns, with a number of secondary roads. The backbone of the system more or less parallels the main railway line from Singapore to Kuala Lumpur, continuing to Penang and northwards to the Siamese border.

#### **Adequate Postal Service Provided**

Singapore and the Malayan Union are adequately served by a modern postal system which, in all its principal offices, also provides telegraph facilities. The domestic telephone system is equally comprehensive and efficient, though the shortage of equipment prevents expansion. An air mail service is maintained over the routes flown by Malayan Airways, while air mail and air express services to many overseas destinations are provided by the postal authorities in co-operation with the international air transportation companies.

Cable and radio facilities to all parts of the world are provided by Cable and Wireless, Limited, but the overseas telephone service has yet to be restored. Malayan Radio, operated under an agreement between the two colonial governments, radiates from two main stations in Singapore and Kuala Lumpur. There are several subsidiary stations for local or special use. A plan for the development of Singapore as one of the most important radio centres in the Southeast Pacific and Indian Ocean is under consideration.

#### **Base of Operations for Commercial Houses**

Singapore is not only the principal port of Malaya, but is its commercial and transport centre. It is the base of operations for most of the banks, insurance companies, shipping firms, merchant and agency houses and for several local industries. Penang is also a useful port,

servicing all the northern part of the peninsula and Southern Siam. Two of Malaya's tin smelting plants are located in Penang. Kuala Lumpur, besides being capital of the Malayan Union and headquarters of the Malayan Railways, is developing into a centre for the manufacture of rubber products, foodstuffs, toilet articles and other goods. Ipoh, lying roughly between Kuala Lumpur and Penang, is a collecting and distributing centre of some importance. Other cities, towns and ports of minor but sometimes special importance in their particular sphere are Johore Baru, on the mainland across from Singapore Island; Malacca, Port Swettenham, Seremban and Alor Star.

A large part of the banking business in Malaya is centred in Singapore and is carried on by the Hongkong and Shanghai Banking Corporation and the Chartered Bank of India, Australia and China, which have branches elsewhere throughout the East. Other British, as well as Chinese, Indian, Dutch and United States banks, also maintain head offices or branches in Malaya. All types of insurance facilities are available through head offices or branches of British and foreign companies operating under regulations of the two colonial governments.

#### **Free Port Facilities Provided**

Singapore's standing as one of the world's greatest centres of entrepôt trade has been developed to a large extent through the provision of free port facilities. The only customs duties chargeable on imports into Singapore apply to wines, spirits and brewed liquors, tobacco, cigars and cigarettes and gasoline. Motor vehicles of non-British manufacture, although allowed entry free of duty, can only be licensed on payment of a tax of 15 per cent ad valorem.

In distinction from Singapore, the Malayan Union imposes customs duties on a variety of imports. The tariff is a simple one and applies only to a limited number of commodities, all others being admissible free of duty. It provides also for British Preferential rates of duty in some instances.

Enquiries regarding particular rates of duty and details of the administration of customs regulations should be directed to the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service in Ottawa or to the Canadian Trade Commissioner, Singapore.

Both colonies levy export duties on tin, rubber and various other minerals and metals and a number of types of forest produce, including barks, gums, etc., and on several varieties of edible fish and fish products. The imposition of such duties is based not only on revenue requirements but, in the case of tin particularly, to effect an adjustment between the local production and sales position and the world market situation. Rubber export duties are graduated according to the domestic price position, varying from 1 per cent in the case of gazetted prices of less than 20 cents per pound to 3½ per cent when prices are 35 cents or over.

#### **Trade and Exchange Controls no Novelty**

Trade controls are no novelty to Malaya where, for many years, tin exports have been subject to export duty and where, through international agreement, rubber production and exports were restricted for several years before the war. Exchange controls, however, date only from 1939.

Following the reoccupation, import, export, exchange and in fact various other controls were instituted and still persist. In the case of imports, all goods brought into the two colonies must be licensed regardless

of their source. Purchases from sterling or soft currency sources are customarily licensed freely, whereas imports from dollar or other hard currency countries are subject to rigid supervision. The general rule with regard to the licensing of Canadian products is that those items which were imported before the war or which are in urgent demand and not readily available from sterling or soft currency countries are licensed freely, although in some instances the quantities or values are limited. Decisions on the issue of licences vary according to local interpretation of standard regulations, the commodities involved, and other factors.

Export controls have to date applied mainly to essential foodstuffs and industrial equipment and, with the restocking of dealers' shelves and factories' stock rooms, various of these have been removed. The regulations still apply to a number of commodities which are subject to international control or which are in short local supply.

Control is also maintained over dealings in non-sterling exchange. Transfers of dollars or other hard currencies are permitted only for payment of licensed imports or in very special circumstances. The policy is generally similar to that in force in other sterling areas.

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## Electrical Appliances Sold on Instalment Basis by Municipality of Cape Town

*Purchases during three months, since resumption of plan last July, totalled 1,254 units, valued at £83,708—Refrigerators most in demand—Council allowed 15 per cent discount.*

By S. V. Allen, Commercial Secretary for Canada

CAPE TOWN, December 12, 1947.—Sales of electrical appliances, on an instalment basis established by the municipality of Cape Town, totalled 1,254 units, valued at £83,708, during a period of three months following resumption of this scheme last July. Prewar purchases under this plan averaged around £80,000. Appliances are not yet in sufficient supply to provide the wide choice of equipment necessary for the scheme to function effectively. Although there has been a shortage of refrigerators of less than 6 cubic feet capacity, which many consumers prefer, refrigerators were most in demand during the first three months. Sales of major appliances between July and October were: Refrigerators, 562; cookers, 373; water heaters, 135; washing machines, 166. Cash sales to consumers by the trade are not included in these figures.

In prewar years, official sales of stoves greatly exceeded the combined purchases of all other major appliances in the Cape Town area. This pattern would doubtless be repeated if the backlog of orders could be filled more rapidly. But, sales of refrigerators and washing machines are expected to provide the largest proportion of the total for some time. Deliveries of conduit have been disappointing, and must keep pace with the arrivals of appliances if delays in the installation of equipment are to be avoided.

The 15 per cent discount on the cash price, now allowed the council by the trade, replaces that of 22½ per cent under the original scheme, whereby the council did not make any charge to the consumer to defray the cost of financing and administration. Under the Hire-Purchase Act of 1942, the seller must now disclose items incidental to the retail price, such as financing charges.

# Foreign Trade Bureau in Japan Facilitates Transactions

*"Boeki-Cho" is keystone of external trade structure—Enables payments to be made for exports and imports—Industrial recovery, despite shortages, is impressive—Representation in Japan now permitted—Silk stabilization program in effect.*

By Asia Section, Trade Commissioner Service

**I**NDUSTRIAL recovery in Japan, despite desperate shortages of raw materials, has been impressive. Further development is delayed by the world shortage of wool, rayon, pulp, dyestuffs, jute, coking coal, iron ore, tinplate, hides and skins, tanning materials and other products required by the Japanese export industries. Internally, the material and economic destruction caused by war, deterioration and damage to industries, transportation difficulties, shortage of coal and power, and disrupted labour supply and lack of adequate food have all militated against the rehabilitation of that country's foreign trade.

Lesser problems, such as adjustment to new commercial conditions and standards, technological displacement of certain products, such as silk, the disrupted economy with the concomitant unstabilized currency and price structure, have retarded commercial transactions.

The necessity of increasing coal production to bolster the nation's weakened economy has, in a measure, been appreciated through passage of the Coal Bill on December 8. This places all coal mining under the supervision of the state for the next three years. It is only a shadow of the original draft, which was to have nationalized the industry. Coal production is probably the keystone to the economy of Japan. Though there has been some improvement recently, the present annual production of 27,500,000 tons is far short of the minimum requirements of 36,000,000 tons.

## Provision Made for Purchase of Raw Materials

The resumption of restricted private trading, which was permitted by the Supreme Commander for the Allied Powers (SCAP) as from September 1, 1947, has revealed a number of problems, one of the more important being the provision of some means for the purchase of raw materials for the manufacture of export commodities with which to finance continuing trade. This initial problem has been solved, in part, through the establishment by SCAP of the Occupied Japan Export-Import Revolving Fund. Utilizing the gold and silver owned by Japan as a credit basis, it is hoped to obtain loans from various financial institutions of member nations of the Far Eastern Commission and other countries.

In the absence of an exchange rate for the yen, prices have been quoted in dollars, f.o.b. Japan, established by the "Boeki-Cho" (Bureau of Foreign Trade) in consultation with the pricing specialists of SCAP. Payments for all goods and services are made to the official Japanese agency, whereas the Japanese suppliers of exports receive payment from the *Boeki-Cho* at yen prices.

Visiting business representatives are free to interview manufacturers and to develop their negotiations up to the point of fixing prices. However, all price negotiations have had to be settled in Tokyo, with the con-



**Japan—Canadian businessmen who have visited Tokyo will recall the Imperial Hotel, which was specially designed to withstand earthquake shocks.**

comitant slowing down of proceedings. With prices settled, the actual contract is entered into with the *Boeki-Cho*, payment being made by irrevocable letter of credit made out to the *Boeki-Cho*. The *Boeki-Cho* is also responsible for the preparation of shipping documentation, and arrangements are made through them for the necessary export licences. Contracts have to be signed on a form provided by the *Boeki-Cho*, and commercial houses or other agents are not permitted to enter into contracts, except in the case where a power of attorney is issued to them by the buyer in a form authorized by SCAP.

#### **Representation in Japan Now Permitted**

Foreign traders outside Japan may now employ Japanese or other nationals resident in Japan as their agents for the purpose of negotiating with the *Boeki-Cho*. However, such arrangements must, in each instance, be approved by SCAP, and the agents must be licensed by the Japanese Board of Trade. In each case, foreign firms must supply the *Boeki-Cho* with a document indicating the exact powers they wish to confer upon an agent. Private Japanese business firms are not permitted to appoint agents outside of Japan. At the present time, contracts between Japanese and foreign firms, involving rights of exclusive distribution for goods exported from Japan or goods imported into Japan, are neither legal nor valid. The *Boeki-Cho* has been established as the exclusive agency of the Japanese Government for handling all foreign trade transactions. All organizations and individuals under the jurisdiction of the Japanese Government are required to engage in foreign trade through the *Boeki-Cho*.

Under existing provisions, this agency is not granting exclusive rights of distribution for any Japanese products or commodities.

### **Boeki-Cho is Keystone of Foreign Trade Structure**

The *Boeki-Cho* is the keystone of Japan's foreign trade structure, and consists of four divisions of the *Boeki-Kodan* (Foreign Trade Corporation), concerned with foodstuffs; minerals and industrial products; textiles and fabrics; and raw materials. These, in turn, are divided into sections, as follows:

(a) Foodstuffs, foodstuffs (investigations, contracts and general procedure concerning the importation of cereals), fertilizer, agricultural products, provisions, marine products and lumber.

(b) Machinery (exports), machinery (imports), sundry goods, miscellaneous goods, light manufacturing goods, ceramic products, fuel, metals, mineral products, chemical products, salt and artistic products.

(c) Raw cotton, cotton yarn and fabrics, raw silk, silk and artificial silk fabrics, manufactured goods of staple fibre, wool and linen (export), wool and linen (import).

(d) Metals (steel and iron), metals (non-metallic), lumber (logs), lumber (sawn and finished), general materials (straw goods), general materials (chemical), general materials (miscellaneous). Materials handled by this division are used exclusively for export purposes.

Personnel of the *Boeki-Kodan* are government employees. The various divisions replace the prewar Kumiais Associations, though it is reported that a number of the former Kumiai groups are represented in this organization.

### **Transactional Correspondence Facilitated**

Regulations concerning transactional correspondence have been amended by SCAP to assist foreign traders in doing business without representation in Japan. Enquiries and preliminary negotiations between traders abroad and those in Japan may be handled directly through the regular mails or commercial cable in any language or commercial code acceptable to the foreign traders' country. Firm contracts may be negotiated as follows:

**Exports**—After preliminary negotiations, the private Japanese trader will apply to the *Boeki-Cho* to transmit a firm sales offer to the buyer abroad. Firm offers to sell can be made only by the *Boeki-Cho*, and must be approved by SCAP before being transmitted to the foreign traders. Acceptances will be subject to review by SCAP.

A firm offer to sell in minimal form, such as might be conducted by cable, can read as follows: "*Boeki-Cho*, Japanese Board of Trade, offers (*quantity* with variation clause when necessary, *description and price*). Delivery f.o.b. ocean vessel or aircraft, Japanese port or airport, buyer's option not later than (*date*). Inspection (stated according to specific *Boeki-Cho* sales contract). *Boeki-Cho* arranges shipping your account with transshipment (not) permitted, and partial deliveries (not) permitted. Offer subject to your establishing an irrevocable letter of credit in favour of *Boeki-Cho* for (*state amount*) to cover purchase prices, including permissible overshipment, consular invoices, freight, if any. Available for 30 days after final delivery against seller's sight draft, accompanied by commercial invoice, full set of negotiable on-board ocean bills of lading, consular invoices, packing list inspection certificate. Non-delivery for causes beyond the seller's control operates as a cancellation of the contract to the extent of non-delivery. Cable your acceptance and specific shipping instructions. Have bank cable notification of letter of credit immediately. SCAP is not a party to the contract, which is between yourself and the *Boeki-Cho* only."

Upon receipt of acceptance as above, the contract is considered completed. A confirmation copy of the contract should be forwarded by air mail to the buyers. The above cable procedure is considered less desirable than forwarding a formal contract and securing acceptance against this contract.

#### **Import Procedure Outlined**

**Imports**—The *Boeki-Cho* will request SCAP to review the firm offer. If acceptable, SCAP will approve and instruct the *Boeki-Cho* to cable a firm acceptance, usually on a c.i.f. basis. This cable will also provide for the method of payment as instructed by SCAP.

Authorized agents in Japan for traders abroad may negotiate directly with the *Boeki-Cho* and sign contracts on behalf of their principals when specifically authorized by them to act in this capacity. The private supplier or exporter can be an agent but cannot be a paid agent for the buyer in the same transaction in which he serves as supplier.

Persons authorized as agents in Japan, by and for traders or other business interests abroad, may now send transactional messages. Messages may be in any commercial code or foreign language acceptable to the country of destination. Such messages must be prepaid in foreign exchange. To establish transferred account for an agent in Japan, the trader should:

(a) Send a letter with two copies to the agent in Japan, stating that the trader will accept collect messages from the agent through a commercial cable company designated by the trader. This privilege may be granted on an indefinite no-limit basis or for an express length of time with a specific ceiling. The agent will present the letter to the Japanese Ministry of Communications.

(b) Submit a copy of the above-mentioned letter to the commercial cable company, so that verification by the Japanese Ministry of Communications may be expedited.

#### **Six Sales Contract Forms Created**

There are six different sales contract forms covering types of transactions, as follows:

(a) Form JX Con 1 provides for general inspection of merchandise in Japan by buyer's inspector, or by the *Boeki-Cho* if no inspector is appointed, and requires an inspection certificate to be provided as to quality and condition.

(b) Form JX Con 2 provides for the sale of merchandise on an "as is" basis, and does not require seller to furnish inspection certificate.

(c) Form JX Con 3 provides for the sale of merchandise on the basis of a stated brand name without further warranty as to quality, grade or condition. No inspection certificate is required.

(d) Form JX Con 4 provides for the buyer to specify recognized inspection agencies, such as laboratories, authoritative organizations, and Japanese Government, for silk. Inspection certificate is required, which is final as to quality.

(e) Form JX Con 5 covers sales of classes of commodities requiring preliminary determinations of content of merchandise by seller. Adjustments to be made after analysis at destination. Seller's certificate of preliminary determination of content is required. An example of this class is the vitamin group.

(f) Form JX Con 6 covers the sale of merchandise subject to Pure Food and Drug Administration inspection, on a "no pass, no sale, no replacement" basis, and provides for refund of invoice value of items not passing inspection. Seller's inspection certificate is also required.

Japanese exporters are permitted to send samples to interested buyers. Valuable samples must be paid for prior to delivery. Although a licence is required, in general, the customary prewar methods for handling shipments of samples will prevail. Detailed procedure of how samples are to be handled will be released later.

### Silk Stabilization Program in Effect

Raw silk will continue to be sold during 1948 on a government-to-government basis. SCAP has recently announced the new price schedule for Japanese raw silk, effective January 1, 1948. This shows a sharp reduction in price. As before, sales will be made under the supervision of SCAP, either in Tokyo or through SCAP's foreign trade New York office, on behalf of the *Boeki-Cho*, on the basis of the new prices. The silk stabilization program will be in effect until December 31, 1948.

The seller, with the approval of SCAP, will warrant to buyers in purchase contracts, that they are not, prior to January 1, 1949, to sell silk located either in the United States or in Japan, and covered by certificates as to weights and grades of the Japanese Government silk conditioning houses, for less than the following basic price a pound f.o.b. vessel Japan basis:

Prices of Silk			
(Per pound)			
SP AAA		AA	\$2.65
94 0/0	\$3.25	A	2.60
93 0/0	3.15	B	2.55
92 0/0	3.05	C	2.50
91 0/0	2.95	D	2.45
90 0/0	2.85	E	2.40
89 0/0	2.75	F	2.35
88 0/0	2.70	G	2.30

For silk covered by certificates as to weight and grade of the Japanese Government's silk-conditioning house, and sold ex-United States warehouse, a charge of approximately ten cents per pound, in addition to basic price, will be made. For silk located in the United States, already covered by certificates as to weights and grades of United States Testing Company, and sold on the basis of those certificates, a charge of approximately fifteen cents per pound in addition to the basic price will be made, except that all silk sold ex-United States warehouse as grade AAA on basis of weights and grades of United States Testing Company certificates will be determined from the basic price of \$2.75 per pound.

### Cotton Textiles Will Soon be Available

Some other commodities are still not available for sale under private trading. Cotton textile production, which in the past has been disposed of by the United States Commercial Corporation, will shortly be available for private trading. But, the *Boeki-Cho* will continue to control the sale of agar agar, tea, pearls, woollen textiles and other products.

Private foreign trade transactions approved by SCAP from September 1 to November 30, 1947, included 651 export contracts valued at \$13,603,164, and 32 import contracts valued at \$17,655,679.

### Principal Japanese Exports

	Sept. 1-Nov. 30 1947
Machinery and metals	\$6,443,398
Furs and chemicals	3,445,056
Textiles and fibres	1,977,725
Ceramics, bamboo, paper, etc.	1,736,985

## Principal Japanese Imports

	Sept. 1-Nov. 30 1947
Hides, textile fibres and dyes .....	\$7,908,475
Coal and minerals .....	5,287,982
Pulp, rubber, kaolin, etc. ....	3,111,840
Food and chemicals .....	1,347,382

A total of 46 foreign concerns were licensed on November 30, including twelve news agencies, ten steamship companies, nine banks, three film distribution agencies, seven publishing concerns, two airlines, one insurance company, one communication concern and one relief agency.

Since November 30, a considerable increase has taken place, both in the volume of imports and exports and in the establishment of commercial services. The first postwar shipment of 335 bales of gray wool was received in Japan from Argentina, whilst the first three shipments of Cuban sugar, totalling 25,630 tons, were received from the United States. The fourth shipment of cotton from India, to fulfil the existing contract, was imported. The third and fourth aggregated 141,611 bales.

Some disappointment has been felt by many businessmen permitted to visit Japan since September 1, as prices of most commodities are high and supplies limited. Moderate sales have been effected in some lines, through not to the extent that was anticipated. Nevertheless, with the resumption of private trading, the manufacture of many items unsuitable for government-to-government trading has been stimulated.

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## Exchange Conditions in Denmark Permit Only Importation of Essential Goods

*Situation caused by unfavourable trade balances has become more difficult since the middle of 1947—Import licences issued for goods essential to reconstruction and for production of export items.*

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

**O**SLO, January 12, 1948.—Due to unfavourable trade balances, the difficult exchange conditions which have existed in Denmark since the cessation of hostilities have become more difficult since the middle of 1947. This applies not only to dollars and other hard currencies, but also to sterling and others. Therefore, import licences are normally issued only in respect of goods which are deemed essential for the reconstruction of the country and for production of export goods. Licences for imports from dollar areas have been confined, as far as possible, to such items as coal, oil, machinery and some grain, due to a crop failure last year.

Importers desirous of obtaining import licences must normally file an application in each individual case with the Import Licensing Board. The issuance of a licence for import depends on the importance of the goods and on the amount of foreign exchange available for payment, which in turn are influenced by the following factors:

- (1) The volume of foreign exchange obtained from exports of Danish goods to dollar, other hard-currency, or sterling areas;
- (2) The Danish policy, wherein bilateralism, and particularly the development of commodity barter with some 17 countries, has greatly affected the importation of goods from the dollar and sterling areas; and

(3) The effect of the war on Danish agriculture and industry and the maladjustment of trade and production abroad, resulting in Denmark being required to import some essentials from the dollar areas, such as coal, which was previously obtained from the United Kingdom and Germany. This has in turn greatly reduced dollar exchange which might be available for the purchase of other essential or less essential goods from the dollar areas.

In so far as imports are concerned, no licensing periods have been established. Likewise, no schedules or quotas of goods that may be imported have been published.

Granting of an import licence automatically provides for the allocation of exchange for the payment of the goods. The usual validity for import licences is six months. In cases where a longer term of delivery is required (e.g., machinery), allowance is made for this when the period of validity of the licence is fixed. Under existing regulations, the goods must have arrived in Denmark and customs clearance commenced before the expiry date of the licence.

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### **Bi-Zonal German Firms May Now Represent Foreign Business**

Frankfurt, December 30, 1947.—(FTS)—German firms in the combined zones may now contract to act as agents for foreign business firms and enter into new contracts for such representation in Germany, under a procedure announced by the Joint Export-Import Agency (U.S./U.K.) on November 22.

The re-establishment of German firms as agents for foreign firms engaged in import-export business with German companies will stimulate bi-zonal foreign trade by enabling foreign businessmen to hire qualified German representatives to perform on-the-spot servicing and adjustment of contracts. Costly time delays will be eliminated by the assistance and advice of German agents, who have an intimate knowledge of the special trade practices prevailing in each industry and the production difficulties which German industry must overcome in order to meet its export contract obligations.

German firms may contract to represent foreign principals in the transaction and signing of export and import contracts; to find stocks of goods in Germany available for export to foreign buyers; to help foreign sellers locate German firms with approved import requirements; to expedite the manufacture and shipment of exports under contract; to settle any misunderstanding as to quality processing, design, packing, etc., arising out of export contracts; and to arrange for insurance, warehousing and other commercial services.

Under the new regulations, an agency agreement setting forth the terms of such agency may be finalized between a foreign principal and a German firm or businessman by letter. Such contracts must conform to JEIA (U.S./U.K.) Instructions Nos. I and II, and must be approved and licensed by the JEIA Branch Office. Contracts for services should conform to normal practice in a given field. Service contracts may be made for a period of one year and payment may be made either on a commission or fixed fee basis, upon completion of services or accrual of commission. The German agent must submit a foreign exchange invoice to his principal, and payment of this invoice must be made by the foreign principals to the account of the Joint Export-Import Agency (U.S./U.K.). The German agent will obtain payment in Reichsmarks from an Aussenhandelsbank upon presentation of an export payment certificate and the foreign exchange invoice for services rendered.

# Forests and the Secondary Industries of British West Africa Being Developed

*Market available for softwoods in commercial quantities—Much progress during war, when imports were restricted—Government assistance being rendered for development of secondary industries.*

By R. P. Bower, Commercial Secretary for Canada

(Editor's Note—This is the second in a series of six articles on market conditions in British West Africa prepared for *Foreign Trade*. The first appeared in the January 24th issue.)

LONDON, December 15, 1947.—British West Africa does not produce any softwoods in commercial quantities, so there will always be a market for lumber of this character to fill the demand. Uses have been found for certain local species, however, which were not considered workable. The organized development of forest resources in the Gold Coast, Nigeria and Sierra Leone is of recent origin. Much progress was made during the war, when lumber imports were severely restricted, and efforts were made to meet domestic requirements from the timber available in these territories. Military demands compelled a measure of development of indigenous resources, which resulted in the establishment of industries of lasting importance.

In the Gold Coast and Nigeria, regulations govern the orderly and scientific cutting of timber stands, and for adequate re-forestation. The introduction of modern technique has resulted in the production of better quality mahogany and other exotic woods for markets of the world, while the plywood industry in British West Africa was recently inaugurated at Sapele, in Nigeria.

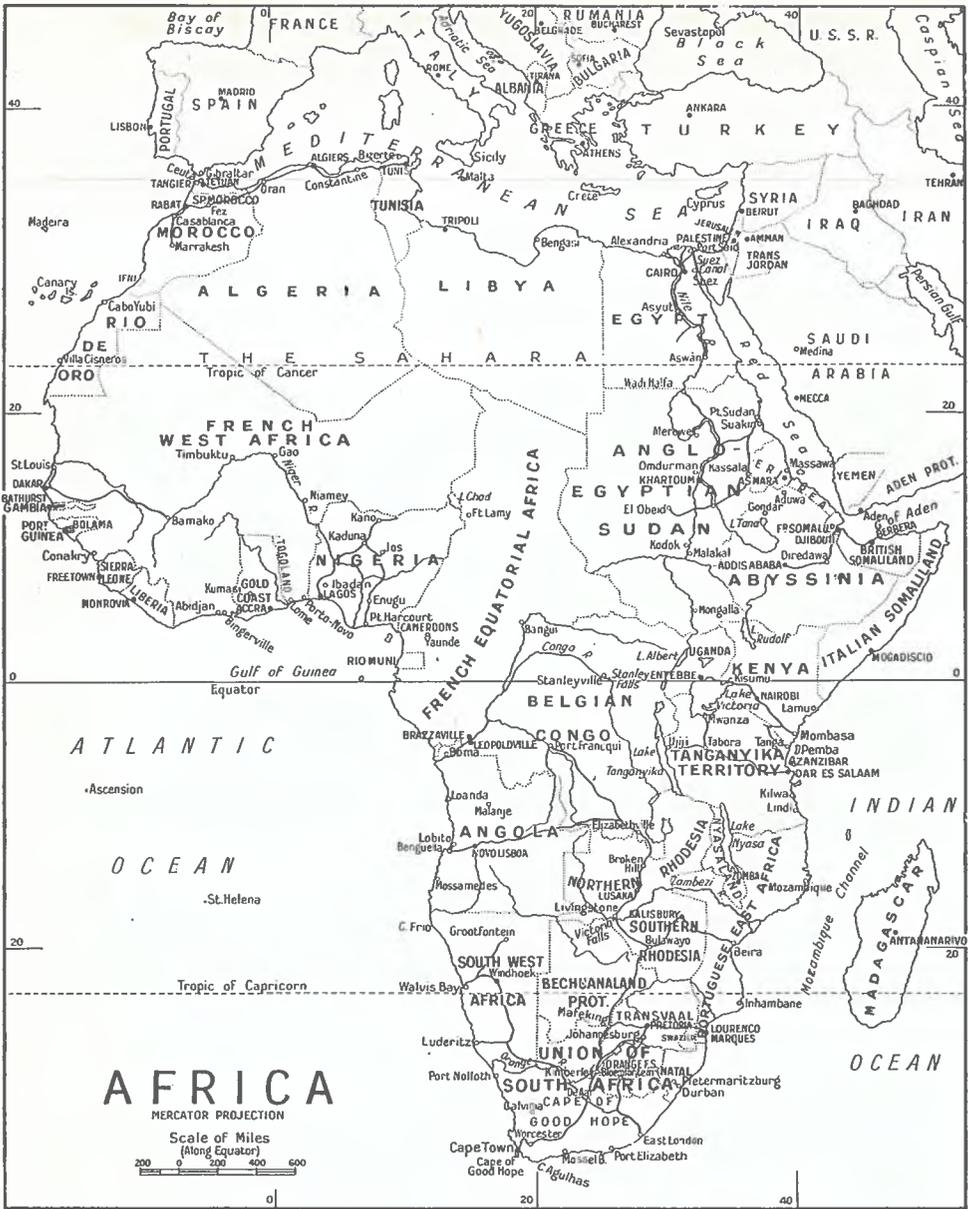
Government assistance has been provided for the native fishing industries. Habits of local fish have been studied, while improved fishing methods are being taught. Steps are being taken to remove some of the difficulties involved in the preservation and transportation of fish in the tropics. Domestic fishing was stimulated during the war, when fish imports were substantially reduced, and efforts are being made to continue the practice.

## **Mineral Resources Undertermined**

Mineral resources of the West African colonies are not accurately known. Gold is mined in the Gold Coast, though activities were curtailed during the war years, while there is a government-operated coal field at Udi, in Nigeria. A wide variety of minerals has been detected in the areas, but whether they are available in commercial quantities at today's prices has not yet been determined. Tin, bauxite and uranium are among those reported.

## **Secondary Industries Receive Aid**

The development of secondary industries is certain to follow any increase in living and educational standards. Departments of Commerce and Industry have been established in Nigeria and the Gold Coast. As part of the Nigerian development plan, funds are being provided for the improvement of indigenous industries, particularly the village textile industries and the village pottery, brick and tile industries.



Canadian Geographical Society Map

The Gold Coast has also established an Industrial Development Board to assist, with public funds, native industries capable of development, such as furniture making, weaving and the manufacture of boots and shoes. In Sierra Leone, a council has been established to make loans to promising enterprises that experience difficulty raising funds through normal commercial channels.

A number of soap factories are being enlarged, while sawmills and plywood plants are planned in a number of districts. Breweries are also being planned, while a South African group is examining the prospect

of utilizing the hydro-electric potential of the River Gambia for the operation of an aluminum smelter.

Considerable progress was made during the war in the development of producers' co-operatives in Nigeria and the Gold Coast, where the number and membership of the societies increased, along with the tonnage of export crops handled. Recommendations have been made for the eventual collective marketing of all West African cocoa through marketing boards run on a co-operative basis.

Association with people from the outside world, which the war entailed, heightened the pressure for a higher living standard among the natives of West Africa. The Allies' urgent need of raw materials produced by the colonies has taught the native the value of his labour, and has made him unwilling to accept beads, knives and gaudy items of adornment in exchange. Instead, a demand is arising for the type of goods usually associated with more advanced communities. In addition, purchasing power which has been accelerated by wartime expenditures (the currency in circulation is three times what it was prewar) will be maintained for some time to come through expenditures under the Colonial Development and Welfare Act.

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#### **Information Available on Lyons International Trade Fair**

The Lyons International Trade Fair will be held this year from April 3 to April 12. Businessmen desirous of visiting the Lyons Fair are invited to secure information and their visitor's card for free admission (*Carte de Légitimation*) by applying to one of the following French Government representatives in Canada: Ottawa: Commercial Counsellor to the French Embassy, 464 Wilbrod Street; Montreal: French Commercial Attaché, 610 St. James Street West; Quebec: French Consul Général, 85, Avenue de la Tour; Toronto: French Consul, 345 Church Street; Vancouver: French Consul, 850 Hastings Street West; Winnipeg: French Consul, 415 Paris Bldg.; Halifax: French Consul, 63 Victoria Road.

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#### **New Zealand Invites Tenders for Electrical Equipment**

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

11 KV switchgear, for Stoke Substation, Contract No. 73. Tenders close March 30, 1948.

11 KV switchgear, for Ongarue Substation, Contract No. 74. Tenders close March 23, 1948.

Galvanized steel transmission towers, for Bunnythorpe-Haywards 220 KV line, Contract No. 75. Tenders close March 23, 1948.

11 KV control and relay boards, for Stoke Substation, Contract No. 76. Tenders close March 30, 1948.

11 KV control and relay boards, for Ongarue Substation, Contract No. 77. Tenders close March 23, 1948.

E.H.T. control boards, for Stoke and Upper Takaka Substations, Contract No. 78. Tenders close April 6, 1948.

E.H.T. control boards, for Invercargill Substation, Contract No. 79. Tenders close on April 6, 1948.

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

# Russian Zone of Germany Fills Large Part of Food Demands

*Chief economic deficiency is an almost complete lack of coal and steel-making facilities—Industrial potential is high—Berlin administered as a separate area—Much of former capital's industrial plant dismantled—British and United States zones merged.*

By Trade Commissioner Service, Foreign Trade Service

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

**A**GRICULTURAL production in the U.S.S.R. Occupation Zone of Germany is able to fill a large part of its food requirements. Nor is it compelled to develop exports to the same extent as in the British and United States Occupation Zones to achieve self-sufficiency. The Soviet Zone consists of "Land" Saxony, which is second only to the Rhine Province in industrial importance; the Prussian province of Saxony, most of Brandenburg, minor parts of Pomerania, Lower Silesia and Brunswick, and the States of Thuringia, Anhalt and Mecklenburg.

Excluding the city of Berlin, with 26 per cent of the prewar population of Potsdam Germany, the Soviet Zone accounted for 26 per cent of the value of manufactures in 1936, 23 per cent of the industrial exports and 25 per cent of the nation income. The Zone ranks first in the production of brown coal, optical and precision instruments, metal goods, jewellery, ceramics and glass (Jena optical works), pulp and paper, and textiles. It has the largest land area (just over 30 per cent) of the territory west of the Oder-Neisse, and the largest share of arable land. It is by far the most important agricultural territory, accounting before the war for about 40 per cent of the bread-grain and potato production in Potsdam Germany, and almost half of the sheep population.

The principal economic deficiency of the Soviet zone is its almost complete lack of hard coal mines and steel-making facilities. However, it has about three-quarters of Potsdam Germany's brown coal (lignite) resources. In common with the rest of Germany, it must import a large share of the basic raw materials, such as textile fibres, non-ferrous ores and metals and petroleum required to sustain its economy. However, the value of these would probably be no more than about \$300 million annually as compared with approximately \$2 billion for the bizonal area.

## **Industrial Potential High**

Because of the presence of extensive brown-coal fields and non-metallic mineral deposits, the zone has within its borders some of Germany's largest multiple-purpose chemical plants. The main centre of the German optical industry is also located within the zone, at Jena. In 1936 the output of the area included in the present zone exceeded that of what are now the other occupation zones in glass, ceramics, optical and precision instruments, metal goods, jewellery, pulp and paper, printed matter, and textiles. The production of machinery was almost as great in the Soviet as in the British zone. The changes brought about immediately before the war by the

development of synthetic industries and by the dispersal during the war of industrial concentrations did not modify basically the composition of industry in the Soviet zone.

As current data on industrial production in the Soviet zone are submitted for certain specific items only, such as solid fuels, steel and fertilizers, it is not possible to assess with any degree of accuracy developments during the first half of 1947, but indications are that the winter recession which occurred in the Combined Area during the first quarter of 1947 was equally sharp in the Soviet zone. For the second quarter of 1947 there are indications of a substantial recovery in all industry groups, and further progress is predicated, as it is for all Germany, in respect of adequate supplies of raw materials, transportation and, to a lesser extent for this zone than for the western zones, of solid fuels and food.

#### **City of Berlin Administered as Separate Area**

The city of Berlin remained a separate area under the quadripartite administration, the Soviet sector being the largest and the United States, British and French sectors following in that order.

The city included 7 per cent of the population of prewar Germany west of the Oder-Neisse and contributed 9 per cent of manufacturing net value, 7 per cent of the industrial exports, and 12 per cent of the national income. The disproportionately large share of the national income reflected Berlin's position as the financial centre of Germany. Before the war the city had a high concentration of manufacturing industry, accounting for almost half of the German total for electrical equipment, almost 40 per cent of clothing output, and a substantial volume of machinery and optical and precision instruments. Since the occupation, a large portion of Berlin's industrial plant has been dismantled, including a large share of its electrical manufacturing facilities, but the city remains entirely dependent upon outside sources for its food supply, fuel and raw materials.

#### **Occupation Areas Interdependent**

As in other industrial nations with adequate transport, and without internal trade barriers, different areas have, over a period of years, specialized in the production of particular products and types of products essential to the economy as a whole. Specialization of this sort resulted from a wide range of factors, including natural advantages of location, the development and geographical concentration of specific skills, management with "know-how", or through sheer accident. Agricultural production is also marked by this tendency toward specialization. The economies of the area which now makes up the several zones of occupation were complementary and interdependent, and the flow of goods across what are now zonal borders was always heavy up to the time of occupation.

The separation of the territories east of the Oder-Neisse and the division of the remainder of Germany into four separate zones of occupation and Berlin have greatly reduced this inter-regional exchange of food, raw materials and manufactures. The economic merger of the British and United States zones at the beginning of 1947 has improved the situation for that area, but it still remains dependent on the other zones for a wide range of products.

Specifically the combined area requires seeds, food, lumber products, cellulose, newsprint, potash and optical glass from the Soviet zone, and tobacco, refractory materials, lenses and shutters, sheet steel, ammonia, pharmaceuticals and glue from the French zone. In exchange the bizonal area can supply the other two zones with the products in which they are

deficient, such as hard coal, iron and steel, machinery and spare parts, many chemicals, tires, tubes and rubber products, bearings, conveyor belting and cattle.

The following table shows interzonal trade as established by current agreements between the Combined Area and French and Soviet zones:

#### Principal Commodities in Interzonal Trade

	Bizonal area	French zone	Soviet zone
	(S indicates shipments; R indicates receipts)		
Livestock .....	S	..	R
Grain .....	R	..	S
Sugar and molasses .....	R	..	S
Potatoes .....	R	..	S
Field and vegetable seeds .....	R	..	S
Tobacco products .....	R	S	R
Starch .....	R	S	S
Glue .....	R	S	..
Hard coal .....	S	S	R
Brown coal .....	R	..	S
Potash .....	R	R	S
Iron ore .....	R	S	..
Iron and steel .....	S	R	R
Machinery and spare parts .....	S	..	R
Automotive spare parts .....	S	R	..
Electrical equipment .....	S	R	R
Anti-friction bearings .....	R	R	..
Optical lenses and shutters .....	R	S	..
Surgical and precision instruments .....	R	S	..
Optical glass .....	R	..	S
Dyestuffs .....	S	S	R
Pharmaceuticals .....	S	S	R
Ammonia .....	R	S	..
Tires and tubes .....	S	R	R
Other rubber products .....	S	R	R
Conveyor belting .....	S	R	S
Tire cord .....	R	..	..
Textiles .....	S	R	..
Plywood .....	S	R	..
Lumber .....	R	S	S
Pit props .....	R	S	S
Paper .....	R	..	S
Pulp and newsprint .....	R	..	S

#### British and United States Zones Merged

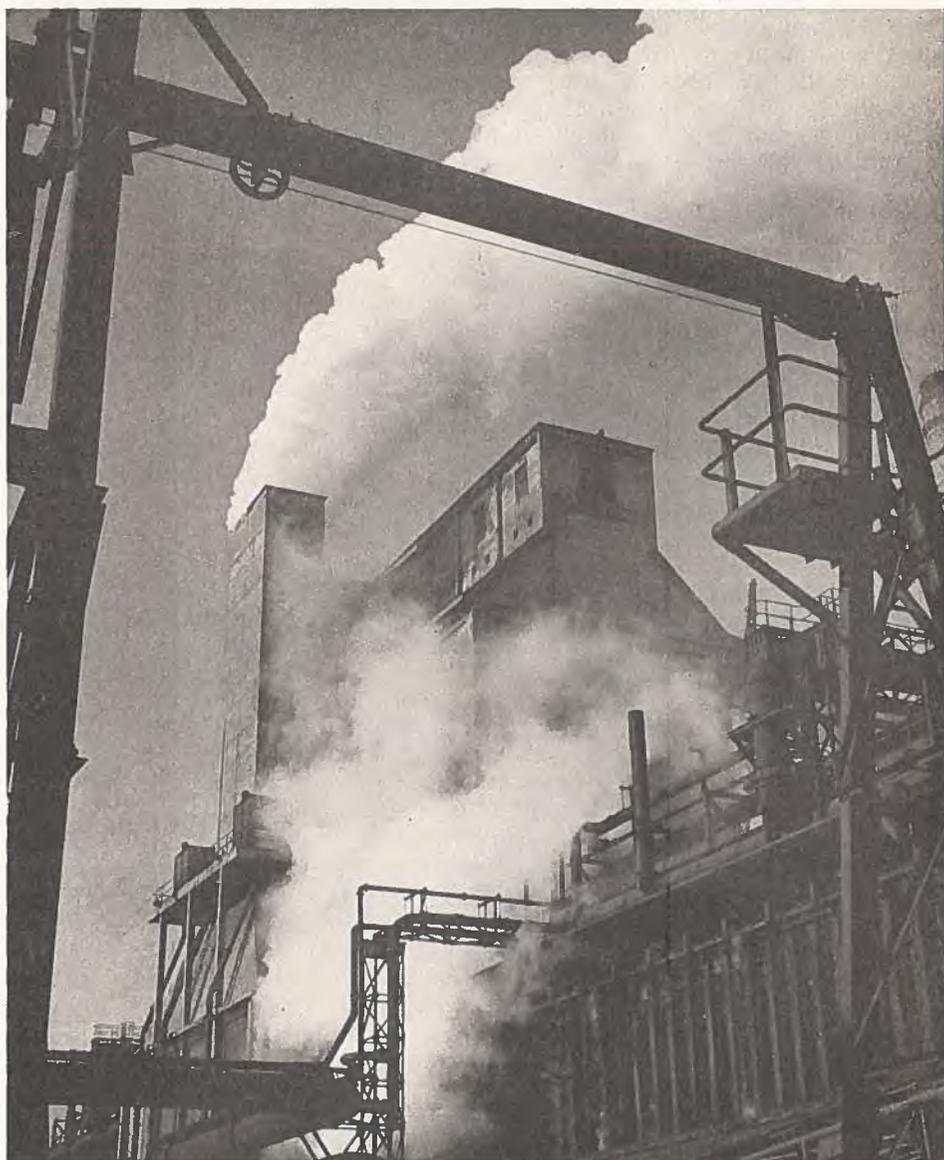
On January 1, 1947, the British and United States zones were merged into an economic unit. The unified area is well balanced as far as manufacturing capacity is concerned but is seriously deficient in its resources of food and basic raw materials.

In prewar Germany the well-diversified manufacturing capacity of this area accounted for more than half of all German industrial production. Its dependence on other zones for industrial products is limited to such items as lumber and pit props, which can be obtained from the Soviet and French zones; paper, wood pulp, tire cord and optical glass from the Soviet zone; and ammonia, glue and camera lenses and shutters from the French zone. On the other hand, this area is the primary source for hard coal and steel, and its importance in this respect would be greater should the Saar become an economic part of France. The combined zones also supply such products as tires, automotive vehicles and agricultural machinery.

In contrast is the serious deficiency of food and industrial raw materials within the zone, which was, of course, always true of Germany as a whole, but it has now been greatly aggravated by the establishment of the zonal boundaries.

### Coal a Major Resource of Bizonal Area

The major natural resource of the bizonal area is coal, which is also one of its principal exports. Its iron-ore resources are poor in quality, while most of its requirements in non-ferrous ores and metals must be obtained abroad. The textile industries depend largely on imported fibres, except for synthetics, which, however, require foreign pulp, and its road transport depends on imported petroleum.



**Coal production in Western Germany is a vital factor in the production of power to turn the wheels of industries. The speed of rehabilitating the industries in the British and United States zones depends directly on the ability to speed up the output at the coal heads.**

*Courtesy of the Canadian Geographical Journal*

Hides and skins are imported to support the leather manufacture, and Czechoslovakian clay is required for the manufacture of ceramics.

Prior to the war, the bizonal area also imported large quantities of timber, although the current extensive exploitation of timber resources has temporarily reversed the position.

Before the war the bizonal area supplied only about 40 per cent of its domestic food output and not more than 30 per cent of its total food supply. Currently the population of the area is almost 60 per cent of the total German population before the war and, if food production within its boundaries could be restored to prewar levels, it would meet barely 50 per cent of per capita consumption.

About two-thirds of the prewar exports from this area were metal products, machinery, optical goods and chemicals, which are now restricted, and only about one-third was made up of coal, textiles and consumer goods.

#### **Rate of Recovery Fluctuates**

Industrial recovery in the zone has been on a par with that recorded for all Potsdam Germany. Starting from virtual collapse after surrender, its industrial output rose steadily until October-November, 1946, when the level of production reached about 38 per cent of the 1936 rate. This was followed by a decided set-back during the severe winter of 1946-47, reducing output to more than one-quarter of that in February and to only 28 per cent of the 1936 rate. By May, 1947, the 1946 peak was again reached, but further progress was then halted by lack of coal, aggravated by shortage of transport.

#### **Prospects for Achieving Self-sufficiency Unfavourable**

As of August, 1947, there appeared little prospect of the rapid achievement of a self-sustaining economy for the bizonal area. Imports during the first six months of the year were valued at approximately \$300 million, most of which was for food. Industrial imports consisted principally of cotton obtained under a special arrangement, whereby the raw material costs were to be paid for directly by exporting a fixed proportion of the finished product. This cotton was valued at about \$32 million, which is not included in the \$300 million value of imports.

Exports for the first six months of 1947 were valued at only \$66 million, of which \$46 million represented coal and \$9 million was for timber. Shipments of manufactured goods, which must, as in prewar Germany, constitute the bulk of the area's exports, were very low, but an improvement was in prospect for the second half of 1947. However, it is doubtful whether exports in the full year will reach one-tenth of the \$2 billion estimated as the minimum required for a self-sustaining economy.

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#### **Decimal Coinage Planned for Eastern Caribbean**

Port of Spain, January 21, 1948.—(FTS)—St. Lucia and Grenada recently followed the policy of other British colonies in the Eastern Caribbean in adopting dollars and cents for government accounts and commercial transactions, in place of pounds, shillings and pence. Trinidad, Barbados and British Guiana have had a dollar currency for many years, although using English coins. General agreement now has been reached on a plan for setting up a Currency Board for this area which will result in a unified currency. It is planned to replace English shillings and pence with a new decimal coinage. The new currency will be tied to United Kingdom sterling at the rate of BWI\$4.80 to the pound sterling.

# Canadian Imports From United States Lowest Since February

*December value of \$141.7 million compares with \$174.4 million in November—Total for all countries, amounting to \$2,573.9 million, is highest on record—Imports from United Kingdom valued at \$189.4 million.*

CANADIAN imports for 1947 were the highest on record, amounting in value to \$2,573.9 million, which compares with \$1,927.3 million in 1946. The 1935-39 average was only \$684.6 million. Imports for the month of December were valued at \$194.2 million, which is the lowest figure for any month since February, 1947, when the imports were valued at \$177.1 million.

Canadian imports from the United States were valued at \$1,974.7 for 1947, which compares with \$1,405.3 million for the corresponding period of 1946 and with \$425.0 million for 1938. The December imports, valued at \$141.7 million, indicated a decline of \$32.8 million from those of November.

Canadian imports from the United Kingdom were valued at \$189.4 million for 1947, which compares with \$201.4 million for the corresponding period of 1946, which included \$60.1 million worth of returned Canadian goods, mainly military equipment, and with \$119.3 million for 1938. Imports during the month of December were valued at \$20.2 million, which are slightly higher than those for November.

As indicated in the following table, iron and its products topped the list of commodity groups, followed by non-metallic minerals; fibres, textiles and products; and agricultural products.

Import statistics, in further detail, will be published in the February 14 issue of *Foreign Trade*.

Canadian Imports, by Geographic Areas

Country	December			January-December		
	1938	1946	1947	1938	1946	1947
(Millions of Dollars)						
<b>BRITISH COUNTRIES</b>						
United Kingdom and Europe (1).....	7.0	11.7	20.3	119.3	201.5	189.5
America.....	0.9	2.3	4.0	22.5	43.8	43.0
Africa.....	0.6	2.5	1.7	4.8	21.8	20.8
Asia.....	1.7	1.9	5.7	23.5	38.2	71.9
Oceania.....	1.0	3.5	3.0	16.0	35.2	29.2
Total British Countries.....	11.2	21.9	34.7	186.1	340.5	354.4
<b>FOREIGN COUNTRIES</b>						
United States and Possessions.....	29.2	145.8	141.9	425.0	1,406.3	1,976.4
Latin America.....	0.6	9.5	11.6	16.0	125.6	159.1
Europe.....	2.3	3.0	3.4	40.0	39.6	57.6
Other Foreign.....	0.9	1.7	2.6	10.5	15.3	26.4
Total Foreign Countries.....	33.0	160.0	159.5	491.4	1,586.8	2,219.6
<b>TOTAL IMPORTS FOR CONSUMPTION..</b>	<b>44.3</b>	<b>181.9</b>	<b>194.2</b>	<b>677.5</b>	<b>1,927.3</b>	<b>2,573.9</b>
(1) Includes Canadian Goods returned, mainly military equipment.....				0.5	60.1	0.8

### Canadian Imports, by Main Groups

MAIN GROUPS	December			January-December		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
Agricultural, Vegetable Products.....	8.9	29.5	28.5	125.1	310.8	356.3
Animals and Animal Products.....	1.4	7.2	5.4	25.2	64.2	86.9
Fibres, Textiles and Products.....	5.5	31.6	28.8	87.4	264.1	390.6
Wood, Wood Products and Paper.....	2.4	6.4	5.4	32.1	69.6	89.5
Iron and Products.....	11.3	49.0	59.0	162.6	491.1	762.4
Non-Ferrous Metals and Products.....	2.6	10.9	11.1	38.4	120.3	160.9
Non-Metallic Minerals, Products.....	6.7	27.8	37.6	121.7	332.6	452.2
Chemicals and Allied Products.....	2.2	7.8	8.6	35.2	92.9	113.1
Miscellaneous Commodities.....	3.3	11.7	9.9	49.6	181.7	162.1
<b>TOTAL IMPORTS FOR CONSUMPTION..</b>	<b>44.3</b>	<b>181.9</b>	<b>194.2</b>	<b>677.5</b>	<b>1,927.3</b>	<b>2,573.9</b>

#### New Zealand Attempts to Aid Britain

Wellington, December 7, 1947.—(FTS)—New Zealand has indicated that she will do everything possible to assist Great Britain win the "battle of production". In a series of advertisements prepared by the Aid for Britain Committee, it is indicated that every effort will be made to reach the following target figures for 1947:

Dairy production (butterfat) .....	190,000 tons
Meat production .....	565,000 tons
Wheat .....	200,000 acres
Barley (malting) .....	50,000 acres
Barley (feed) .....	15,000 acres
Maize .....	12,000 acres
Potatoes .....	25,000 acres
Oats (threshing) .....	60,000 acres
Tobacco .....	3,000 acres
Peas (minimum) .....	20,000 acres
Linseed .....	30,000 acres

"Every one of us, whether we work on the farms, the railways, the wharves, in the fertilizer or freezing works, in dairy factories or coal mines, or in a host of other jobs, is pledged to help ship every ton of food to Britain with the least possible delay," reads one of the advertisements

#### Development of French Caribbean Territories Planned

Port of Spain, January 21, 1948.—(FTS)—Extensive plans for the construction of schools and housing, roads and airports, harbour facilities and the general development of Martinique, Guadeloupe and French Guiana are being considered by the French Government. These form part of a ten-year scheme, inaugurated about a year ago, for the creation of better living standards in these overseas departments of France. It is proposed to boost sugar production from its present level of 100,000 tons to double that amount over a five-year period.

#### Brussels Arranging International Fair

Over thirty countries have indicated a desire to participate in the 22nd Brussels International Fair, which will be held from April 17 to April 28. Some 80,000 square metres will be available for the display of exhibits, though a much larger area could be filled if the space could be obtained.

## Trade Commissioners on Tour

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

### Ottawa—Foreign Trade Service, Department of Trade and Commerce

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, is at present making a tour of Canada. 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)

Montreal—February 2-7.

Montreal—February 16-March 3.

Pembroke—March 4.

Renfrew—March 5.

Ottawa—March 8-11.

### C. R. Gallow Transferred to Bombay

Charles Reid Gallow, Assistant Canadian Trade Commissioner at Hong Kong, has been transferred to Bombay, where he will be Assistant Commercial Secretary for Canada. Born in Toronto, Mr. Gallow graduated from the University of Toronto in Commerce. After six years in the Canadian Army, he joined the Canadian Trade Commissioner Service in November, 1945, eight months later being posted to Hong Kong, where he served for some months as Acting Canadian Trade Commissioner.



Improper packing, besides annoying the importer, may add to customer's fines or extra expense which the shipper may be called upon to bear. (See our ABC of Canadian Export Trade, page 19.)

# Trade and Tariff Regulations

## **Bermuda Issues Order Covering Import Permits for Individuals**

Hamilton, January 10, 1948. (FTS)—The Bermuda War Time Supplies Commission has issued an order, effective January 6, 1948, that applications for permission to import merchandise from the United States or Canada by persons other than those registered as importers shall not include any rationed foodstuffs. The order states that no individual may be granted more than one import permit in any two consecutive calendar months; and that not more than one member of any household may make application for an import permit in any calendar month. The maximum c.i.f. Bermuda value of merchandise for which an import permit may be granted is limited to \$50.00.

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## **“India” and “Pakistan” Acceptable on Customs Invoices**

Collectors of customs have been notified that customs invoices on which the country of origin is shown as India or Pakistan will be acceptable. Prior to August 15, 1947, all invoices relating to goods shipped from Indian ports required that the country of origin be shown as “British India”.

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## **Eire Re-imposes Certain Customs Duties and Quotas**

Dublin, January 22, 1948—Effective January 22, 1948, protective customs tariffs, heretofore suspended, have been re-imposed on wearing apparel, jams, sweets, cocoa and sugar confectionery. A further order has also been made which restores the former import quota (from March 1, 1948, to August 31, 1948), on woven woollen and worsted tissues weighing 7 ounces or more per square yard, and which cost 3s. or over per square yard.

While the latter order does not become operative until March 1, 1948, an additional order has been made which prohibits the importation of the above materials, except under a licence issued by the Minister for Industry and Commerce. This will prevent abnormal imports between now and the operative period of the order. Bona fide orders which have been firmly placed prior to this restriction, or goods at present in transit, will be allowed import licences.

The re-imposition of the duty on imports of wearing apparel has resulted from the extremely large volume of imported goods now entering this market to the detriment of Irish manufacturers. Now that a marked improvement in supplies of raw materials is evident the government have decided to protect the domestic producers.

In order to permit greater output in the local sugar confectionery industry, the government is prepared to increase, from February 1, 1948, the present sugar allocation (80 per cent of 1940 usage) by 25 per cent, making the quota 100 per cent of that used in 1940. It is considered that the increase should be ample to meet local demand.

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## **Trinidad to Take Over Anguilla Salt Pond**

Port-of-Spain, January 21, 1948.—(FTS)—When the existing 99-year lease on the Anguilla Salt Pond expires in 1949, the industry will be taken over by the government.



## Ocean-Going Sailing Schedules

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

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

### Departures from Halifax

\*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques..	February 15-20	<i>Pictou County</i>	March Shipping
Lourenço Marques..	March 15-20	<i>Yarmouth County</i>	March Shipping
<b>Africa-South—</b>			
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.....			
<b>Africa-West—</b>			
Matadi.....	February 15-20	<i>Pictou County</i>	March Shipping
Dakar.....	February 13-15	<i>Turckheim</i>	Furness Withy
Doula.....			
Point Noir.....			
<b>Algeria—</b>			
Oran.....	February 24	<i>Marchdale</i>	Montreal Shipping
<b>Argentina—</b>			
Buenos Aires.....	February 10-15	<i>Javanese Prince</i>	Furness Withy
Buenos Aires.....	March 18-22	<i>Royal Prince</i>	Furness Withy
<b>Belgium—</b>			
Antwerp.....	February 23-27	<i>Mortain</i>	Furness Withy
Antwerp.....	March 29-30	<i>*Beckenham</i>	Cunard Donaldson
<b>Brazil—</b>			
Rio de Janeiro.....	February 10-15 March 18-22	<i>Javanese Prince</i> <i>Royal Prince</i>	Furness Withy Furness Withy
Santos.....			
<b>Ceylon—</b>			
Colombo.....	February 10	<i>Seaside</i>	March Shipping
Colombo.....	March 20	<i>Rockside</i>	March Shipping
<b>China—</b>			
Shanghai.....	February 10	<i>Seaside</i>	March Shipping
Shanghai.....	March 5	<i>A Ship</i>	March Shipping
Shanghai.....	March 20	<i>Rockside</i>	March Shipping

**Departures from Halifax—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b> Santiago.....	February 20-22	<i>Dufferin Bell</i>	Pickford and Black
<b>Denmark—</b> Copenhagen..... Copenhagen..... Copenhagen.....	February 1-14 February 20 March 4-11	<i>Sparreholm</i> <i>Paraguay</i> <i>Vasaholm</i>	Swedish American Pickford and Black Swedish American
<b>Egypt—</b> Port Said..... Suez.....	February 13-15 March 12-14	<i>Borneo</i> <i>Wellewreden</i>	Cunard Donaldson Cunard Donaldson
Alexandria.....	February 10	<i>Seaside</i>	March Shipping
<b>Finland—</b> Helsinki..... Helsinki.....	February 1-14 March 4-11	<i>Sparreholm</i> <i>Vasaholm</i>	Swedish American Swedish American
<b>France—</b> Marseilles..... Le Havre.....	February 6-11 February 23-27	<i>Capo Arma</i> <i>Mortain</i>	Furness Withy Furness Withy
<b>Germany—</b> Hamburg.....	March 29-30	* <i>Beckenham</i>	Cunard Donaldson
<b>Gibraltar</b> .....	February 23	<i>Liguria</i>	Montreal Shipping
<b>Greece—</b> Piraeus.....	February 24	<i>Marchdale</i>	Montreal Shipping
<b>Hong Kong</b> .....	February 10 March 5 March 20	<i>Seaside</i> <i>A Ship</i> <i>Rockside</i>	March Shipping March Shipping March Shipping
<b>Iceland—</b> Reykjavik.....	February 10-15	<i>Trueknot</i>	F. K. Warren
<b>India and Pakistan—</b> Bombay..... Calcutta..... Madras.....	February 10 March 20	<i>Seaside</i> <i>Rockside</i>	March Shipping March Shipping
<b>Italy—</b> Genoa..... Naples.....	February 23	<i>Liguria</i>	Montreal Shipping
Venice.....	February 20	<i>A Ship</i>	Montreal Shipping
West Coast Ports...	February 6-11	<i>Capo Arma</i>	Furness Withy
<b>Malayan Union—</b> Penang..... Port Swettenham..	February 13-15 February 20-23 March 12-14	<i>Borneo</i> <i>Allegheny Victory</i> <i>Wellewreden</i>	Cunard Donaldson Isthmian Steamships Cunard Donaldson
<b>Mediterranean—</b> Central and Western Areas.....	February 23 February 24	<i>Liguria</i> <i>Marchdale</i>	Montreal Shipping Montreal Shipping
<b>Morocco—</b> Casablanca.....	February 24	<i>Marchdale</i>	Montreal Shipping
<b>Netherlands—</b> Amsterdam..... Rotterdam.....	March 29-30	* <i>Beckenham</i>	Cunard Donaldson
<b>Netherlands East Indies—</b> Batavia..... Cheribon..... Samarang..... Soerabaya.....	February 13-15 March 12-14	<i>Borneo</i> <i>Wellewreden</i>	Cunard Donaldson Cunard Donaldson
Batavia.....	February 20-23	<i>Allegheny Victory</i>	Isthmian Steamships

## Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Newfoundland—</b>			
St. John's.....	February 10	<i>Blue Peter II</i> (r)	Montreal Shipping
St. John's.....	February 8-11	<i>Island Connector</i>	Newfoundland Canada
St. John's.....	February 13	<i>Blue Cloud</i> (r)	Montreal Shipping
St. John's.....	February 9-13	<i>Nova Scotia</i> (r)	Furness Withy
St. John's.....	February 10-13	<i>Fort Amherst</i> (r)	Furness Withy
St. John's.....	February 17-20	<i>Island Connector</i>	Newfoundland Canada
St. John's.....	February 19-21	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	February 24	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	Feb. 26-Mar. 1	<i>Newfoundland</i> (r)	Furness Withy
St. John's.....	Feb. 26-Mar. 1	<i>Fort Townshend</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
<b>Norway—</b>			
Oslo.....	February 1-14	<i>Sparreholm</i>	Swedish American
Stavanger.....	March 4-11	<i>Vasaholm</i>	Swedish American
Bergen.....			
Kristiansand.....	February 8-11	<i>Cape Fear</i>	Pickford and Black
<b>Poland—</b>			
Gdansk.....	February 1-14	<i>Sparreholm</i>	Swedish American
Gdansk.....	March 4-11	<i>Vasaholm</i>	Swedish American
<b>Portugal—</b>			
Lisbon.....	February 23	<i>Liguria</i>	Montreal Shipping
<b>St. Pierre et Miquelon.....</b>			
	February 19-22	<i>Mayhaven</i>	Shaw Steamships
<b>Singapore.....</b>			
	February 10	<i>Seaside</i>	March Shipping
	February 13-15	<i>Borneo</i>	Cunard Donaldson
	February 20-23	<i>Allegheny Victory</i>	Isthmian Steamships
	March 12-14	<i>Weltveden</i>	Cunard Donaldson
	March 20	<i>Rockside</i>	March Shipping
<b>Sweden</b>			
Gothenburg.....	February 1-14 March 4-11	<i>Sparreholm</i> <i>Vasaholm</i>	Swedish American Swedish American
Malmö.....			
Norrköping.....			
Stockholm.....			
<b>Trieste—</b>			
	February 24	<i>Marchdale</i>	Montreal Shipping
<b>United Kingdom—</b>			
Avonmouth.....	March 6-10	<i>Montreal City</i>	Furness Withy
Bristol.....	February 7-11	<i>Boston City</i>	Furness Withy
Liverpool.....	February 9-13	<i>Nova Scotia</i> (r)	Furness Withy
Liverpool.....	Feb. 24-Mar. 4	<i>Valacia</i> (r)	Cunard Donaldson
Liverpool.....	Feb. 26-Mar. 1	<i>Newfoundland</i> (r)	Furness Withy
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
Manchester.....	February 16-23	<i>Mathilda</i>	Pickford and Black
Southampton.....	February 16	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	March 5	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	March 24	<i>Aquitania</i>	Cunard Donaldson
Swansea.....	February 7-11	<i>Boston City</i>	Furness Withy
Swansea.....	March 6-10	<i>Montreal City</i>	Furness Withy
<b>Uruguay—</b>			
Montevideo.....	February 10-15	<i>Japanese Prince</i>	Furness Withy
Montevideo.....	March 18-22	<i>Royal Prince</i>	Furness Withy
<b>West Indies—</b>			
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

## Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
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 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
Barbados.....	February 7-16	<i>Nidardal</i>	Alcoa Steamships
Barbados.....	February 18	* <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 6-15	<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.....	February 7-16	<i>Nidardal</i>	Alcoa Steamships
Bermuda.....	February 9-12	<i>Fort Townshend</i> (r)	Furness Withy
Bermuda.....	February 16-19	<i>Fort Amherst</i> (r)	Furness Withy
Bermuda.....	February 18	* <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.....	February 7-16	<i>Nidardal</i>	Alcoa Steamships
British Guiana.....	February 18	* <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 18	* <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.....	February 7-16	<i>Nidardal</i>	Alcoa Steamships
Grenada.....	February 18	* <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
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
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.....	February 7-16	<i>Nidardal</i>	Alcoa Steamships
St. Kitts.....	February 18	* <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
St. Lucia.....	February 7-16	<i>Nidardal</i>	Alcoa Steamships
St. Lucia.....	February 18	* <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.....	February 7-16	<i>Nidardal</i>	Alcoa Steamships

## Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
St. Vincent.....	February 18	* <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.....	February 7—16	<i>Nidardal</i>	Alcoa Steamships
Trinidad.....	February 18	* <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

\*Calls at Halifax about two days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Aden</b> .....	February 10	<i>Daltonhall</i>	McLean Kennedy
<b>Africa—East—</b>			
Lourenço Marques..	February 2—12	<i>Cambray</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
<b>Africa—South—</b>			
Cape Town.....	February 2—12	<i>Cambray</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
<b>Australia—</b>			
Sydney.....	Feb. 21—Mar. 1	<i>City of Portsmouth</i>	Montreal Australia
Melbourne.....			New Zealand Line
<b>Belgium—</b>			
Antwerp.....	February 7—14	<i>Beaconsfield</i>	Cunard Donaldson
Antwerp.....	February 10—17	<i>Kent County</i>	Canada Steamships
Antwerp.....	February 11	<i>Mont Rolland</i>	Montreal Shipping
Antwerp.....	February 25	<i>Hedel</i>	Shipping, Limited
Antwerp.....	February 26	<i>Mont Sandra</i>	Montreal Shipping
Antwerp.....	March 10	<i>Marchcape</i>	Montreal Shipping
Antwerp.....	March 14	<i>Beaverbrae</i>	Canadian Pacific
Antwerp.....	Mid-March	<i>Brant County</i>	Canada Steamships
<b>China—</b>			
Shanghai.....	February 25—29	<i>City of Swansea</i>	McLean Kennedy
<b>Colombia—</b>			
Barranquilla.....	February 19—24	<i>Shakespeare Park</i> (r)	Saguenay Terminals
Barranquilla.....	March 16—20	<i>Apollo</i> (r)	Saguenay Terminals
<b>Dominican Republic—</b>			
Ciudad Trujillo.....	February 19—24	<i>Shakespeare Park</i> (r)	Saguenay Terminals
Ciudad Trujillo.....	March 16—20	<i>Apollo</i> (r)	Saguenay Terminals
<b>Egypt—</b>			
Alexandria.....	February 10	<i>Daltonhall</i>	McLean Kennedy
Port Sudan.....			
<b>Elre—</b>			
Dublin.....	February 2—10	<i>Fanad Head</i>	McLean Kennedy
Dublin.....	February 18—22	<i>Lord O' Neill</i>	McLean Kennedy
Dublin.....	March 11—16	<i>Lord Glentoran</i>	McLean Kennedy
Dublin.....	February 12	<i>Irish Spruce</i>	Shipping, Limited
Cork.....			

## Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>France—</b>			
Le Havre.....	February 11	<i>Mont Rolland</i>	Montreal Shipping
Le Havre.....	February 17	<i>Kent County</i>	Canada Steamships
Le Havre.....	February 26	<i>Mont Sandra</i>	Montreal Shipping
Le Havre.....	March 8	<i>Marchcape</i>	Montreal Shipping
Le Havre.....	Mid-March	<i>Brant County</i>	Canada Steamships
<b>Germany—</b>			
Bremerhaven.....	March 14	<i>Beaverbrae</i>	Canadian Pacific
Hamburg.....	February 7-14	<i>Beaconsfield</i>	Cunard Donaldson
Hamburg.....	February 11	<i>Mont Rolland</i>	Montreal Shipping
Hamburg.....	February 27	<i>Mont Sandra</i>	Montreal Shipping
Hamburg.....	March 10	<i>Marchcape</i>	Montreal Shipping
<b>Haiti—</b>			
Port au Prince.....	February 19-24	<i>Shakespeare Park (r)</i>	Saguenay Terminals
Port au Prince.....	March 16-20	<i>Apollo (r)</i>	Saguenay Terminals
<b>Hong Kong</b> .....	February 25-29	<i>City of Swansea</i>	McLean Kennedy
<b>India—</b>			
Karachi.....	February 10	<i>Daltonhall</i>	McLean Kennedy
Bombay.....			
Calcutta.....			
Madras.....			
<b>Mexico—</b>			
Veracruz.....	March 1	<i>Federal Pioneer</i>	McLean Kennedy
<b>Netherlands—</b>			
Rotterdam.....	February 10-17	<i>Kent County</i>	Canada Steamships
Rotterdam.....	February 11	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam.....	February 25	<i>Hedel</i>	Shipping Limited
Rotterdam.....	February 26	<i>Mont Sandra</i>	Montreal Shipping
Rotterdam.....	March 8	<i>Marchcape</i>	Montreal Shipping
Rotterdam.....	Mid-March	<i>Brant County</i>	Canada Steamships
Amsterdam.....	February 7-14	<i>Beaconsfield</i>	Cunard Donaldson
Rotterdam.....			
<b>Netherlands West Indies—</b>			
Curacao.....	February 19-24	<i>Shakespeare Park (r)</i>	Saguenay Terminals
Curacao.....	March 16-20	<i>Apollo (r)</i>	Saguenay Terminals
<b>New Zealand—</b>			
Auckland.....	Feb. 21-Mar. 1	<i>City of Portsmouth</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
<b>Northern Ireland—</b>			
Belfast.....	February 2-10	<i>Fanad Head</i>	McLean Kennedy
Belfast.....	February 18-22	<i>Lord O'Neill</i>	McLean Kennedy
Belfast.....	March 11-16	<i>Lord Glentoran</i>	McLean Kennedy
<b>Norway—</b>			
Oslo.....	February 10-12	<i>Frierfjord</i>	March Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
<b>Philippines—</b>			
Manila.....	February 25-29	<i>City of Swansea</i>	McLean Kennedy
<b>United Kingdom—</b>			
Avonmouth.....	February 7-14	<i>Gracia (r)</i>	Cunard Donaldson
Avonmouth.....	February 12-17	<i>Moveria</i>	Cunard Donaldson
Avonmouth.....	February 14-21	<i>Delilian (r)</i>	Cunard Donaldson
Avonmouth.....	Feb. 26-Mar. 5	<i>Carmia (r)</i>	Cunard Donaldson
Avonmouth.....	March 2-8	<i>Salacia (r)</i>	Cunard Donaldson
Avonmouth.....	Mar. 27-Apr. 3	<i>Norwegian</i>	Cunard Donaldson
Glasgow.....	February 7-14	<i>Norwegian</i>	Cunard Donaldson
Glasgow.....	Feb. 26-Mar. 5	<i>Dorelian (r)</i>	Cunard Donaldson

## Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Con.			
Glasgow.....	March 13-20	<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 14-20	<i>Marengo</i> (r)	McLean Kennedy
Leith.....	February 10	<i>Cairnavon</i>	Furness Withy
Leith.....	February 11-17	<i>Cairnesk</i> (r)	Furness Withy
Liverpool.....	February 2-10	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	February 9-15	<i>Sibley Park</i>	Cunard Donaldson
Liverpool.....	February 14	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	Feb. 29-Mar. 7	<i>Arabia</i> (r)	Cunard Donaldson
Liverpool.....	March 3-8	* <i>Empress of Canada</i> (r)	Canadian Pacific
Liverpool.....	April 7	* <i>Empress of Canada</i> (r)	Canadian Pacific
London.....	February 9-16	<i>Asia</i> (r)	Cunard Donaldson
London.....	February 14	<i>Beaverglen</i> (r)	Canadian Pacific
London.....	February 20	<i>Beavercove</i> (r)	Canadian Pacific
London.....	March 2-9	<i>Port Melbourne</i> (r)	Cunard Donaldson
London.....	March 3-9	<i>Beaverdell</i> (r)	Cunard Donaldson
London.....	March 18	<i>Beaverlake</i> (r)	Canadian Pacific
Manchester.....	February 2-7	<i>Manchester City</i> (r)	Furness Withy
Manchester.....	February 9-14	<i>Manchester Progress</i> (r)	Furness Withy
Manchester.....	February 16-21	<i>Manchester Trader</i> (r)	Furness Withy
Manchester.....	March 1-6	<i>Manchester Shipper</i> (r)	Furness Withy
Manchester.....	March 8-13	<i>Manchester Com'erce</i> (r)	Furness Withy
Newcastle.....	February 10	<i>Cairnavon</i>	Furness Withy
Newcastle.....	February 11-17	<i>Cairnesk</i> (r)	Furness Withy
<b>Venezuela—</b>			
La Guaira.....	February 19-24	<i>Shakespeare Park</i> (r)	Saguenay Terminals
La Guaira.....	March 16-20	<i>Apollo</i> (r)	Saguenay Terminals
<b>West Indies—</b>			
British Guiana.....	February 19-24	<i>Shakespeare Park</i> (r)	Saguenay Terminals

## Departures from Vancouver

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

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques..	March	<i>Silversandal</i>	Dingwall Cotts
Mombasa.....	Jan. 29-Feb. 13	<i>Lake Nipigon</i>	North Pacific
<b>Africa-South—</b>			
Cape Town.....	March	<i>Silversandal</i>	Dingwall Cotts
Port Elizabeth....			
East London.....			
Durban.....			
<b>Algeria—</b>			
Algiers.....	February 11	<i>Earl A. Bloomquist</i>	Empire Shipping
<b>Argentina—</b>			
Buenos Aires.....	February 22	<i>Clearwater Victory</i>	Balfour Guthrie
Buenos Aires.....	March	<i>Stranger</i>	Empire Shipping
<b>Australia—</b>			
Melbourne.....	February 26	<i>Wairata</i>	Canadian Australasian
Sydney.....			
Sydney.....	April 18	<i>Waitemata</i>	Canadian Australasian
Sydney.....	April 1	<i>Wailomo</i>	Canadian Australasian

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Australia—Con.</b>			
Sydney.....	March 24	<i>Wairuna</i>	Canadian Australasian
Hobart.....			
Brisbane.....	February 26 February 28	<i>Mattawunga</i> <i>Mongabarra</i>	Empire Shipping Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Sydney.....	March	<i>Mirrabooka</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	February 19	<i>Suecia</i>	Gardner Johnson
Antwerp.....	February 25	<i>Argentan</i>	Empire Shipping
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
<b>Brazil—</b>			
Rio de Janeiro.....	February 22	<i>Clearwater Victory</i>	Balfour Guthrie
Santos.....			
<b>Burma—</b>			
Rangoon.....	February 24–25	<i>China Mail</i>	American Mail Line
Rangoon.....	March 2	<i>Silverguava</i>	Dingwall Cotts
Rangoon.....	March 24	<i>Java Mail</i>	American Mail Line
Rangoon.....	April 23–24	<i>Oregon Mail</i>	American Mail Line
<b>Canal Zone—</b>			
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
<b>Ceylon—</b>			
Colombo.....	February 15	<i>Japara</i>	Dingwall Cotts
Colombo.....	February 18	<i>Tosari</i>	Dingwall Cotts
Colombo.....	February 24–25	<i>China Mail</i>	American Mail Line
Colombo.....	March 18	<i>Lombok</i>	Dingwall Cotts
Colombo.....	March 23–24	<i>Java Mail</i>	American Mail Line
Colombo.....	April 23–24	<i>Oregon Mail</i>	American Mail Line
<b>Chile—</b>			
Arica.....	February 9	<i>Santa Leonor</i>	Gardner Johnson
Antofagasta.....	February 25	<i>Santa Adela</i>	Gardner Johnson
Valparaiso.....	March 19	<i>Santa Juana</i>	Gardner Johnson
Valparaiso.....	March	<i>Siranger</i>	Empire Shipping
<b>China—</b>			
Shanghai.....	Jan. 27–Feb. 11	<i>Lake Pennask</i>	North Pacific
Shanghai.....	February 5–19	<i>Lake Minnewanka</i>	Anglo Canadian
Shanghai.....	February 10–25	<i>Lake Winnipeg</i>	Empire Shipping
Shanghai.....	Feb. 16–Mar. 1	<i>Lake Sicamous</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.....	February 9	<i>Vito</i>	Empire Shipping
Taku Bar.....	March 6	<i>Kookaburra</i>	Empire Shipping
	March 12–13	<i>Island Mail</i>	American Mail Line
	April 13–14	<i>American Mail</i>	American Mail Line
<b>Colombia—</b>			
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
<b>Costa Rica—</b>			
Puntarenas.....	February 13	<i>Don Anselmo</i>	Empire Shipping
<b>Ecuador—</b>			
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

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Egypt—</b> Alexandria.....	Jan. 31–Feb. 14	<i>Lake Canim</i>	Canada Shipping
<b>Fiji Islands—</b> Lautoka..... Lautoka.....	March 18 March 24	<i>Wairata</i> <i>Wairuna</i>	Canadian Australasian Canadian Australasian
Suva.....	March 18	<i>Wairata</i>	Canadian Australasian
<b>France—</b> Le Havre.....	February 25	<i>Argentan</i>	Empire Shipping
Marseilles.....	February 11	<i>Earl A. Bloomquist</i>	Empire Shipping
<b>Greece—</b> Piraeus..... Piraeus..... Piraeus.....	Jan. 31–Feb. 14 February 5–20 March	<i>Lake Canim</i> <i>Lake Chilliwack</i> <i>John B. Hamilton</i>	Canada Shipping Canada Shipping Empire Shipping
<b>Guatemala—</b> San Jose..... San Jose..... San Jose.....	February 16 March 9 March 31	<i>Coastal Nomad</i> <i>Anchor Hitch</i> <i>Coastal Adventurer</i>	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Honduras—</b> Amapala..... Amapala..... Amapala.....	February 16 March 9 March 31	<i>Coastal Nomad</i> <i>Anchor Hitch</i> <i>Coastal Adventurer</i>	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Hong Kong.....</b>	(Jan. 27–Feb. 10	<i>Lake Pennask</i>	North Pacific
	February 10–25	<i>Lake Winnipeg</i>	Empire 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	
<b>India and Pakistan—</b> Calcutta.....	Jan. 27–Feb. 10	<i>Lake Pennask</i>	North Pacific
Bombay.....	February 15	<i>Japara</i>	Dingwall Cotts
Calcutta.....	March 18	<i>Lombok</i>	Dingwall Cotts
Bombay.....	February 18	<i>Tosari</i>	Dingwall Cotts
Karachi.....			
Madras.....	Jan. 29–Feb. 13	<i>Lake Nipigon</i>	North Pacific
Bombay.....			
Madras.....	(February 24–25	<i>China Mail</i>	American Mail Line
Calcutta.....	March	<i>Silverguava</i>	Dingwall Cotts
	March 23–24	<i>Java Mail</i>	American Mail Line
	April 23–24	<i>Oregon Mail</i>	American Mail Line
<b>Italy—</b> Genoa..... Genoa.....	February 5–20 March	<i>Lake Chilliwack</i> <i>John B. Hamilton</i>	Anglo Canadian Empire Shipping
<b>Japan—</b> Yokohama..... Yokohama..... Yokohama..... Yokohama..... Yokohama..... Yokohama.....	February 24–25 March 1–2 March 12–13 March 23–24 April 1–2 April 13–14	<i>China Mail</i> <i>Washington Mail</i> <i>Island Mail</i> <i>Java Mail</i> <i>Canada Mail</i> <i>American Mail</i>	American Mail Line American Mail Line American Mail Line American Mail Line American Mail Line American Mail Line
Keelung.....	February 10–25	<i>Lake Winnipeg</i>	Empire Shipping

**Departures from Vancouver—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>Malayan Union—</b>			
	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
<b>Netherlands</b>			
Rotterdam.....	February 25	<i>Argentan</i>	Empire Shipping
<b>Netherlands East Indies—</b>			
	February 14	<i>Roseville</i>	Balfour Guthrie
	February 15	<i>Japara</i>	Dingwall Cotts
	February 18	<i>Tosari</i>	Dingwall Cotts
Batavia.....	March	<i>Silverguava</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
<b>New Zealand—</b>			
Auckland.....	March 18	<i>Wairata</i>	Canadian Australasian
Wellington.....			
Wellington.....	March 24	<i>Wairuna</i>	Canadian Australasian
	April 1	<i>Waitomo</i>	Canadian Australasian
	April 18	<i>Waitemata</i>	Canadian Australasian
<b>Palestine—</b>			
Haifa.....	February 11	<i>Earl A. Bloomquist</i>	Empire Shipping
Haifa.....	March	<i>John B. Hamilton</i>	Empire Shipping
<b>Peru—</b>			
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
<b>Philippines—</b>			
	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
	February 15	<i>Japara</i>	Dingwall Cotts
Manila.....	March 18	<i>Lombok</i>	Dingwall Cotts
Cebu.....	March 12–13	<i>Island Mail</i>	American Mail Line
	April 13–14	<i>American Mail</i>	American Mail Line
Manila.....	February 9	<i>Vito</i>	Empire Shipping
Manila.....	February 13	<i>Hemland</i>	Gardner Johnson
Manila.....	February 24–25	<i>China Mail</i>	American Mail Line
Manila.....	March	<i>Silverguava</i>	Dingwall Cotts
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
Manila.....	April 23–24	<i>Oregon Mail</i>	American Mail Line
<b>Portugal—</b>			
Lisbon.....	February 11	<i>Earl A. Bloomquist</i>	Empire Shipping
<b>Salvador—</b>			
La Libertad.....	February 13	<i>Don Anselmo</i>	Empire Shipping
La Libertad.....	February 25	<i>Santa Adela</i>	Gardner Johnson
La Union.....	February 16	<i>Coastal Nomad</i>	Gardner Johnson
La Libertad.....	March 9	<i>Anchor Hitch</i>	Gardner Johnson
San Salvador.....	March 31	<i>Coastal Adventurer</i>	Gardner Johnson

## Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
<b>Singapore</b> .....	February 14	<i>Roseville</i>	Balfour Guthrie
	February 15	<i>Japara</i>	Dingwall Cotts
	February 24-25	<i>China Mail</i>	American Mail Line
	March	<i>Silverguava</i>	Dingwall Cotts
	March 14	<i>Castleville</i>	Balfour Guthrie
	March 18	<i>Lombok</i>	Dingwall Cotts
	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
<b>Cook Islands—</b>			
Raratonga.....	April 1	<i>Waitomo</i>	Canadian Australasian
<b>Society Islands—</b>			
Papeete.....	April 1	<i>Waitomo</i>	Canadian Australasian
Papeete.....	April 18	<i>Waitemata</i>	Canadian Australasian
<b>Tonga—</b>			
Nukualofa.....	April 18	<i>Wailemata</i>	Canadian Australasian
<b>Sweden—</b>			
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
<b>Trieste—</b> .....	February 5-20	<i>Lake Chilliwack</i>	Anglo Canadian
<b>Trinidad—</b>			
Port of Spain.....	February 22	<i>Clearwater Victory</i>	Balfour Guthrie
<b>United Kingdom—</b>			
Liverpool.....	Mid-March	<i>Pacific Exporter</i>	Furness Pacific
London.....			
Manchester.....			
London.....	Jan. 27-Feb. 11	<i>Lake Sumas</i>	Western Canada
London.....	Jan. 28-Feb. 12	<i>Lake Kamloops</i>	Western Canada
London.....	Feb. 28-Mar. 14	<i>Lake Athabasca</i>	Western Canada
London.....	Late February	<i>Laurentia</i>	Balfour Guthrie
Miscellaneous Ports.	Mar. 19-April 3	<i>Lake Lillooet</i>	Western Canada
	Mar. 28-April 12	<i>Lake Babine</i>	Western Canada
<b>Venezuela—</b>			
La Guaira.....	February 13	<i>Don Anselmo</i>	Empire Shipping
Puerto Cabello.....			
Maracaibo.....			

### Britain's Import Reduction Reflected in Shipping Returns

London, January 8, 1948.—(FTS)—The recent reduction in United Kingdom imports is reflected in the November shipping returns. The total tonnage of vessels entering with cargo in the foreign trade dropped from 4.03 million tons net in October, 3.20 million tons, the lowest monthly figure since April and only 100,000 tons more than in November, 1946. The sharpest fall was in entrances from North America-Atlantic Coast, which at 720,000 tons were some 400,000 tons less than in the previous month. Entrances from the Pacific Coast also declined from 138,000 tons to 118,000 tons.

The total for clearance with cargo declined from 2.17 million tons net in October, to 1.91 million tons in November. The decrease was largely due to a reduction in shipping with North America.

# 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, Forescom 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 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

## Cuba

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

Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

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

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

## France

*Paris*—YVES LAMONTAGNE, Commercial Counsellor, Canadian Embassy, 3 rue Scribe. Territory includes Switzerland, Algeria, French Morocco and Tunisia.

## Germany

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

Cable address, *Canadian Frankfurt/Main*.

## Greece

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

Territory includes Turkey.

## Guatemala

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

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

## Hong Kong

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

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

## India

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

Territory includes Burma and Ceylon.

## Ireland

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

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

## Italy

*Rome*—J. P. MANION, Commercial Secretary, Canadian Legation, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475. (Telephones—471-597 and 470-708.)

Territory includes Czechoslovakia, Malta, Yugoslavia and 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. MCCLANE, 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 TIGHEM, 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. BISSERT, 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. 26	Nominal Quotations Feb. 2
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2480	.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	....	.0046	.0046
French Empire—African.....	Franc	....	.0079	.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