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COVER SUBJECT—Part of the Canadian display at the International Fur and Leather Fair, held last month in Basle, Switzerland. It was reported that the exhibit of fox and mink pelts arranged by this country was the finest at the fair, and attracted considerable attention. In fact, had the garments been for sale, they could have been "sold a dozen times over before the show began". The display, which was flown from Montreal, included pearl platinum and white marked foxes, together with standard and mutation mink pelts in the new pastel colours. An outstanding judge of furs said the Canadian exhibit of garments and pelts was the most beautiful he had ever seen. (See article on page 690.)

Canadian Furs Create Sensation At Large Fair in Switzerland

Selection of garments and pelts aroused interest beyond all expectations—Pearl platinum and silver foxes, with standard and mutation mink pelts, on display—Notable developments in fur farming, pioneered by Canada, portrayed—Grading system for ranch fox pelts illustrated in brochure.

FUR manufacturers and buyers from many parts of the world assembled in Basle, Switzerland, last March to examine the fine collection of pelts on display at the second International Fur and Leather Fair. Canada was represented by one of the most outstanding selections of garments and pelts, arranged by the Department of Trade and Commerce, in co-operation with the Department of Agriculture and the Canadian Farm Fur Advertising Committee. The exhibit, illustrated in this issue, attracted interest that surpassed all expectations, and many visitors expressed a desire to purchase pelts from this country as soon as the necessary foreign exchange could be made available.

The display was supported by an attractive brochure, in which was set forth a short review of the history of Canada's fur trade, the grading system introduced by the Canadian Government for the purpose of standardizing the quality of ranch fox pelts, together with their colour, type and size, for the guidance and protection of producers and buyers, and illustrations of many beautiful garments.

It was pointed out that several centuries of hunting and trapping had not seriously affected the capacity of Canada's stock of fur-bearing animals to make a leading contribution to the world's requirements of furs of the highest quality. The extensive areas of this country still form the natural habitat of numerous fur-bearing animals of exceptional variety and quality. The Yukon, Northwest Territories and other northern areas, extending over two million square miles, form a reservoir from which, under wise methods of conservation, a valuable catch may be taken in perpetuity. Pelt production achieved a record value during the 1945-46 season, when 7,162,000 pelts were taken from wild fur-bearing animals and 431,000 from those raised on some 6,600 ranches. There were 19,561,000 pelts taken in 1942, however, but their aggregate value was lower.

Fur-farming Industry Makes Notable Advance

It is within the realm of probability that Canada's fur resources, instead of declining in the face of exploitation, arising from the advance of settlement, may continue to be substantially supplemented by the increase of fur-bearing animals reared in captivity. In comparatively recent years, there has been a notable development in the fur-ranching industry, pioneered in this country. The successful domestication of the silver fox and the well advanced experiments with mink and other fur-bearing animals of high pelt value have introduced a new and profitable branch of animal husbandry, which now accounts for about 25 per cent of the value of Canada's total annual fur pelt production. The most important fur farms are those raising standard and new type mink, and silver and the new type of foxes.

Changes in the popularity and market value of furs naturally influence the fur farmer. Although the black fox was in greatest demand immediately after the First World War, popular fancy subsequently changed to quarter and half silvers. More recently, the introduction of new colour types has engaged the interest of fur farmers who have produced the



Switzerland—Canadian display of fox and mink pelts at International Fur and Leather Fair, in Basle, Switzerland.

platinum, pearl platinum, glacier-blue, and white marked fox to meet the popular demand. Mink has also found greater favour for coats, such as the blu-frost, silver-blu, pastel, koh-i-nur and snow-white. The grading system for ranch fox pelts provides for uniformity of pelts, and enables the fur farmer to determine more readily the value of his pelts, and to secure prices in proper relation to the quality of the various pelts.

The fur trade benefits materially from the government grading system, because a prospective buyer of ranched fox pelts may with confidence buy by grade without examining the pelts. For a few dollars, shillings, francs or lire, he may send a cable to his broker in Canada, in much the same way as is done in the purchase of stocks or bonds, with instructions that a named number of pelts of specified grades be bought for his account. Individual undressed fox furs carry a tag attached by the government inspector of the Fur Inspection and Grading Services, Department of Agriculture, which indicates the quality of each individual pelt. The pelts are classified according to type, colour, quality and size, this information being stamped into metal bands, $4\frac{1}{2}$ inches long. "Canada Select" pelts, for example, bear a tag that is bronze in colour. Fox pelts of this grade are of extra good quality, evenly furred, of reasonably clear colour and character, with only minor weaknesses permitted. These are of outstanding quality.

Importers and Traders Hold Annual Meeting

Canada's postwar trade pattern was traced by George J. McIlraith, Parliamentary Assistant to the Minister of Trade and Commerce, in an address prepared for delivery on April 9 at the seventeenth annual general meeting of the Canadian Importers & Traders Association, held in Toronto. Various aspects of the Geneva Trade Agreements and the Emergency Foreign Exchange Conservation Act were also discussed. Some countries will assume greater importance than before the war as exporters, he explained, and Canada would be forced to adjust her position to meet such changes.

Following the luncheon gathering, a forum was held. Those participating included J. W. Arnold, of the Montreal Shipping Company, Limited, Toronto; Murray E. Corlett, of Laidlaw & Corlett, Barristers and Solicitors, Ottawa; and Kenneth W. Taylor, Director of the Emergency Import Control Division, Ottawa.

Canada Was Main Supply Source For Trinidad in the Past Year

Contributed 29.6 per cent to total imports, compared with 23.1 per cent for Great Britain and 22.7 per cent for United States—Purchases from Canada valued at \$35,199,240 as compared with \$26,735,700 in the previous year and \$5,039,903 in 1939.

By A. W. Evans, Assistant Canadian Trade Commissioner

PORT OF SPAIN, March 1, 1948.—Canada was the principal source of supply for Trinidad during the past year, having contributed 29.6 per cent to the total imports, compared with 23.1 per cent for Great Britain and 22.7 per cent for the United States. Purchases from Canada were valued at \$35,199,240 in 1947, as against \$26,735,700 in the previous year and with only \$5,039,903 in 1939. During this last prewar year, Great Britain filled 35.7 per cent of the island's import requirements, as compared with 25.5 per cent for the United States and 14.5 per cent for Canada.

While the value of this colony's imports and exports increased substantially last year, the unfavourable balance of trade amounted to \$31,667,928. This figure is more than double that of \$13,727,092 in the previous twelve-month period and presents a marked contrast with the favourable trade balance in 1939 of \$2,596,522. Severe import restrictions were imposed towards the end of 1947 in an effort to reduce this deficit, and figures for 1948 should indicate a decrease in value and a change in the direction of the colony's trade.

Increased prices and a large amount of restocking, together with a continuing demand, raised the value of imports to a new peak of \$118,783,075, which represents an increase of 57 per cent over the total for 1946, and is three times that for 1939. Foodstuffs head the list, with a value of \$29,438,359, followed by crude petroleum, with a value of \$15,048,027. This is imported in bond for refining, as the domestic production of crude oil is at present insufficient to keep the refineries operating at capacity.

Imports, by Principal Countries

| | 1947 | 1946 | 1939 |
|---------------------|--------------|--------------|--------------|
| Canada | \$35,199,240 | \$26,735,700 | \$ 5,039,903 |
| Great Britain | 27,264,518 | 21,417,388 | 12,442,672 |
| United States | 27,044,905 | 11,637,222 | 8,861,863 |

Principal Imports into Trinidad

| | 1939 | 1946 | 1947 |
|----------------------------------------|--------------|--------------|--------------|
| Foodstuffs | \$ 8,358,170 | \$21,438,359 | \$29,438,359 |
| Apparel | 1,363,095 | 2,134,619 | 3,183,171 |
| Artificial silk piece-goods | 452,221 | 1,703,726 | 2,875,576 |
| Boots and shoes | 653,390 | 2,226,297 | 2,822,514 |
| Cement | 731,294 | 1,034,040 | 1,311,057 |
| Coal | 285,084 | 986,136 | 1,546,950 |
| Cotton piece-goods | 1,040,815 | 2,784,737 | 4,997,238 |
| Machinery | 3,832,660 | 4,369,267 | 6,990,669 |
| Motor cars | 499,684 | 922,562 | 2,855,383 |
| Motor lorries, vans and chassis | 234,968 | 1,194,911 | 1,891,083 |
| Petroleum, crude | 448,034 | 6,309,765 | 15,048,027 |
| Painter's colours and materials | 265,108 | 732,968 | 1,231,235 |
| Tubes, pipes and fittings | 2,703,480 | 2,675,435 | 3,315,438 |
| Wood and timber (unmanufactured) | 1,203,297 | 2,141,330 | 3,828,968 |

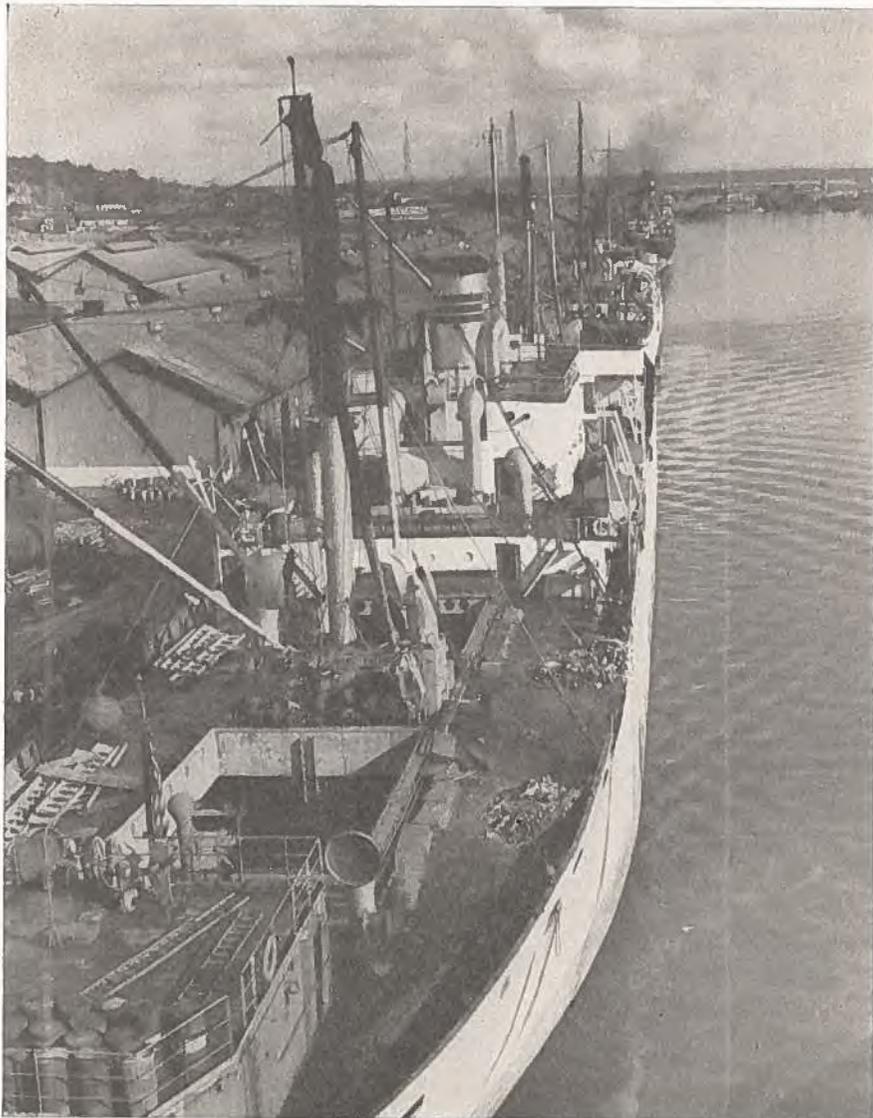
Exports for the year totalled \$82,262,232 as against \$57,572,075 last year and \$35,731,557 in 1939. The following table shows the principal markets. It should be remembered that the principal exports are rigidly controlled.

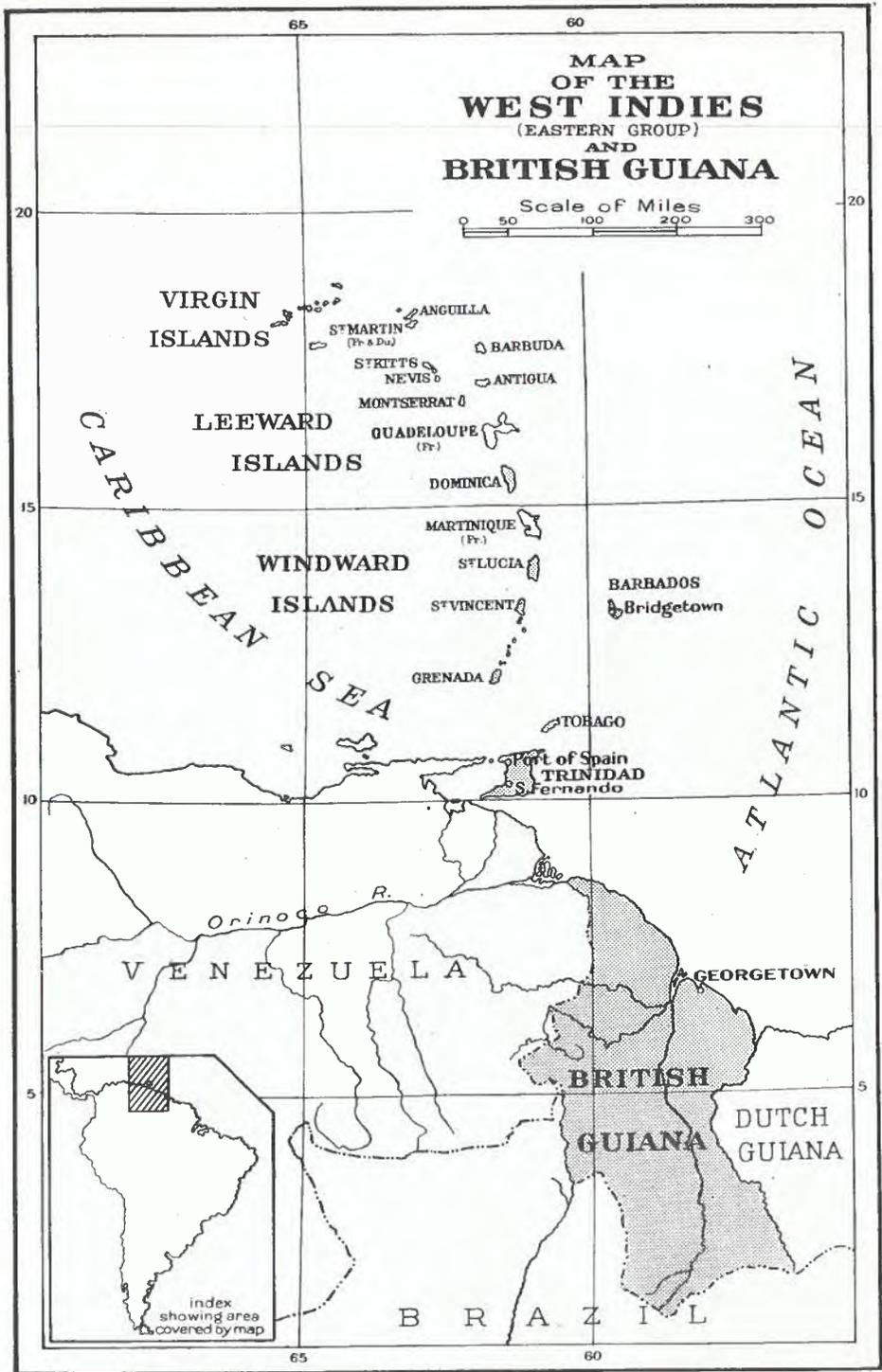
Exports by Principal Countries

| | 1939 | 1946 | 1947 |
|---------------------------|--------------|--------------|--------------|
| Great Britain | \$14,843,648 | \$26,423,334 | \$32,296,024 |
| Canada | 2,630,306 | 3,978,255 | 5,260,762 |
| British West Indies | 2,230,231 | 2,737,139 | 3,647,603 |
| United States | 1,285,243 | 1,815,533 | 2,908,162 |

Trinidad—Port of Spain, through which flows a major portion of Trinidad's trade. Value of imports in 1947 reached a new peak of \$118,783,075, an increase of 57 per cent over the 1946 figure, while exports increased from \$57,572,075 in 1946 to \$82,262,232 last year. Canada was the principal source of supply, accounting for 29.6 per cent of total imports.

Trinidad Guardian Photo.







Trinidad—Treasury Building, Port of Spain. While value of imports and exports increased substantially last year, the unfavourable balance of trade amounted to \$31,667,928, more than double that for the previous year of \$13,727,092.

The rising importance of Trinidad as an entrepôt trade centre is shown by figures relating to ships stores and the transshipment trade. Sales for ships stores amounted to \$17,156,377 last year as compared with \$12,627,498 in 1946, while the value of goods transhipped during 1947 amounted to \$22,846,967 as compared with \$8,674,683 in 1946.

Principal Exports of Trinidad

| | 1939 | 1946 | 1947 |
|-----------------------|--------------|--------------|--------------|
| Petroleum | \$26,762,296 | \$41,520,918 | \$61,897,237 |
| Cocoa | 1,212,682 | 1,171,781 | 3,205,049 |
| Sugar | 5,087,030 | 6,593,592 | 8,111,099 |
| Rum | 98,933 | 1,229,345 | 1,846,235 |
| Asphalt and products | 1,170,585 | 3,264,313 | 2,925,183 |
| Coconut oil | 7,616 | 826,997 | 789,022 |
| Bitters | 96,280 | 496,119 | 378,925 |
| Raw coffee | 41,905 | 204,158 | 250,014 |
| Grapefruit | 71,473 | 12,111 | 366,401 |
| Lime oil | 123,284 | 110,998 | 68,931 |
| Other citrus products | 13,772 | 567,851 | 623,699 |

Foreign Trade Enquiries

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

82. **Haiti**—Louis Decatrel is desirous of representing, as an agent, any Canadian manufacturer desirous of exporting cereals, household appliances of all kinds, salted or smoked fish, common glassware, textiles, stationery and office supplies and cheap cutlery. File: A.204.

Italian Recovery Plan Features Foodstuffs and Fertilizers

Committee of European Economic Co-operation estimates bread-grain requirements at 300,000,000 bushels per annum—Tendency to break up large estates, thereby curtailing cultivation of cereals—Large potential market for potatoes and fish of interest to Canada.

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

(Editor's Note—This is the first in a series of three articles pertaining to Italian requirements under the European Recovery program, prepared for *Foreign Trade*.)

ROME, February 14, 1948.—Food and other agricultural requirements of Italy are set forth in a report of the Committee of European Economic Co-operation. It will be noted in the table below that the average bread-grain consumption of Italy before the war was nearly 8,000,000 metric tons, or about 300,000,000 bushels. It was expected that this figure would be increased to 9,000,000 tons by 1951, which would represent an advance of 12 per cent, as against a natural increase in the population of well over 15 per cent. In actual fact, the standard of consumption will have decreased.

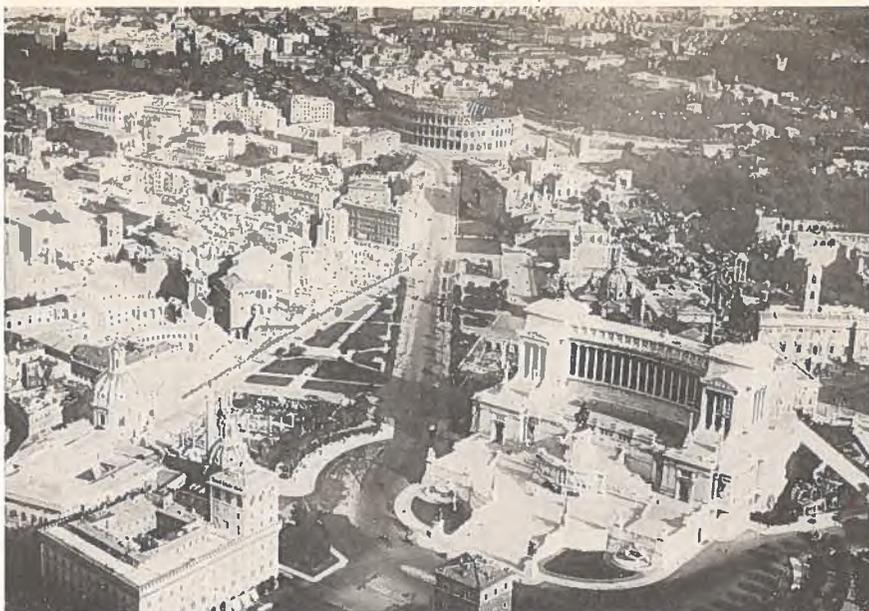
Consumption figures cannot be criticized as being too high. On the other hand, production figures appear unduly optimistic. It will be noted that production in 1951 is expected to reach almost the average prewar level, at the height of Mussolini's "Battle of Wheat", when farmers were compelled to raise bread grains in order that imports might be reduced.

Despite the desire to increase the utilization of agricultural machinery, and to use fertilizers that are once more available, there is a tendency in Italy, as in all European countries, to break up large estates for the benefit of smallholders. This trend will accentuate "market gardening" and the production of vegetables, rather than cereals, as the small proprietor does not have the equipment necessary for the cultivation of cereals. It would appear, therefore, that the production figures are too high, and, it is indicated that Italy's import requirements of bread grains will remain permanently at over 2,000,000 metric tons per annum, or about 80,000,000 bushels.

Bulk of Imports Expected from "Big Three" Exporters

Much of the imported grain should come from countries with a traditional surplus, although Italy, in common with other European nations, may increase slightly its barter purchases from European sources, such as rye from Poland and wheat from France or the Balkans. Purchases from North Africa should not be excluded, though production in that area has been dwindling in relation to demand. Most of the imports will have to come from the "big three" exporting nations. Some may be obtained in the form of flour or macaroni, though it must be taken into consideration that the will of the exporting nation in this respect can only be effective in a shortage economy.

With respect to coarse grains, Italy expects to stabilize its requirements at 285,000 metric tons per year, or some 12,500,000 bushels. These requirements should normally be available in Poland and contiguous countries of Central Europe. The present estimates, however, are for



Italy—Monument to King Victor Emmanuel II in Rome, with the Coliseum at centre top and ruins of the Roman Forum behind the monument.

dollar requirements over and above the quantities available through European self-sufficiency. If the estimates are correct, there should remain a considerable market for secondary grains from Canada.

Italy expects to import some 40,000 metric tons of meat per year. This would signify an increase in consumption of about 8 per cent in 1951, as compared with the prewar years, and therefore a net reduction in individual consumption. Although Canada might obtain a small proportion of this market, the Argentine and Uruguay should be the chief beneficiaries from this constant demand.

Potatoes are next in interest for Canada. Imports are estimated at a constant 50,000 metric tons per year, which is just about Italian requirements for seed potatoes. Imports have traditionally come from Northern Europe, and the taste for yellow-fleshed, non-starchy potatoes is deeply rooted. A long and careful campaign would have to be undertaken to introduce Canadian potatoes on this market. But, once established, the whole Mediterranean area could well become as important an outlet as the Caribbean. It should not be neglected, therefore, on the grounds of traditional directions of trade.

Anticipated Demand for Fish Varies Considerably

The next item in the table of interest to Canada is fish. It will be noted that the anticipated demand varies considerably, just about doubling between 1946 and 1951, but not reaching the prewar average of imports. A total of 59,000 metric tons nevertheless makes Italy one of the very important potential markets, and opportunities should not be missed to place Canadian fish on its prewar footing.

Fish is included in all of Italy's agreements with such countries as Norway, Denmark, the Netherlands, Belgium and France, and there is no doubt that a fairly important part of her requirements will come from those areas. To the extent that these countries will be able to supply the

Food and Agricultural Requirements

(Thousand metric tons, unless otherwise indicated)

| | Average 1934-38 | 1945-46 | 1946-47 | 1947-48 | 1948-49 | 1949-50 | 1950-51 |
|------------------------------------------|--------------------|---------|---------|---------|---------|---------|---------|
| Wheat and rye: | | | | | | | |
| Production | 7,389 | 4,338 | 6,231 | 4,729 | 5,920 | 6,725 | 7,130 |
| Imports | 680 | 1,552 | 1,468 | 3,243 | 2,329 | 2,042 | 1,903 |
| Coarse grains: | | | | | | | |
| Production | 3,779 | 1,786 | 2,590 | 2,896 | 3,050 | 3,160 | 3,420 |
| Imports | 302 | 142 | 596 | 280 | 268 | 285 | 285 |
| Sugar: | | | | | | | |
| Production | 335 | 264 | 319 | 350 | 385 | 420 | 420 |
| Imports | 15 | 75 | 30 | .... | .... | .... | .... |
| Fats and oils: | | | | | | | |
| Production | 456 | 302 | 310 | 376 | 426 | 423 | 484 |
| Imports | 80 | 8 | 72 | 115 | 116 | 154 | 150 |
| Oilcake: | | | | | | | |
| Production | 3 | 14 | 27 | 33 | 33 | 27 | 22 |
| Import (from imported oilseeds) | 136 | 7 | 29 | 148 | 148 | 170 | 240 |
| Meat: | | | | | | | |
| Production | 748 | 494 | 498 | 537 | 656 | 727 | 810 |
| Imports | 45 | 18 | 30 | 40 | 40 | 40 | 40 |
| Milk: | | | | | | | |
| Production | 6,300 | 4,500 | 4,800 | 5,200 | 5,500 | 6,000 | 6,500 |
| Imports ..... | .... | 170 | 10 | .... | .... | .... | .... |
| Cheese: | | | | | | | |
| Production | 242 | 112 | 165 | 200 | 220 | 235 | 250 |
| Imports ..... | .... | .... | .... | .... | .... | .... | .... |
| Eggs: | | | | | | | |
| Production | 317 | 211 | 200 | 220 | 240 | 275 | 315 |
| Imports | 10 | 7 | .... | .... | .... | .... | .... |
| Potatoes: | | | | | | | |
| Production | 2,820 | 2,342 | 2,600 | 2,600 | 2,700 | 3,000 | 3,100 |
| Imports (seed) | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Fish: | | | | | | | |
| Production | 180 | 105 | 127 | 138 | 152 | 181 | 210 |
| Imports | 75 | 28 | 30 | 40 | 50 | 53 | 59 |
| Coffee: | | | | | | | |
| Imports | 38 | .... | .... | 35 | 40 | 42 | 45 |
| Cocoa: | | | | | | | |
| Imports | 8.5 | .... | .... | 10 | 10 | 12 | 12 |
| Tobacco: | | | | | | | |
| Imports ..... | .... | .... | .... | .... | 5 | 4 | 3 |
| Nitrogen fertilizers: | | | | | | | |
| Production | 83 | .... | 85 | 164 | 191 | 240 | 305 |
| Imports | 11 | 23 | .... | .... | .... | .... | .... |
| Exports ..... | .... | .... | .... | .... | 21 | 65 | 125 |
| Potash fertilizers: | | | | | | | |
| Production | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Imports | 22 | .... | .... | 38 | 38 | 38 | 38 |
| Phosphate fertilizers: | | | | | | | |
| Production | 190 | 33 | 120 | 265 | 300 | 320 | 350 |
| Imports | 46 | .... | 25 | .... | .... | .... | .... |
| Exports ..... | .... | .... | .... | 20 | 20 | 20 | 20 |
| Tractors (000 units): | | | | | | | |
| Production | 2.5 | 1.6 | 2.3 | 4.2 | 6.2 | 9.0 | 12.0 |
| Imports | 0.45 | 0.7 | 0.4 | 0.25 | 0.25 | 0.25 | 0.25 |
| Exports ..... | .... | .... | .... | 1.7 | 3.5 | 6.0 | 8.3 |
| Other agric. machinery: | | | | | | | |
| Production | 40 | 24 | 34 | 43 | 50 | 55 | 61 |
| Imports | 6 | 3 | 4 | 5 | 4 | 4 | 4 |
| Exports | 3 | 1 | 2 | 2 | 5 | 8 | 11 |

demand, there will be a saving of hard currency on the part of Italy which will discourage imports from Canada. However, there seems to be some hope that a part of the Italian demand will have to be provided from Canada.

Huge Expansion in Nitrogenous Fertilizers Planned

The remainder of the table indicates little encouragement for improved trade. Italy plans a huge expansion in its production of nitrogenous fertilizers, from a prewar average of 83,000 metric tons to an estimated production in 1951 of 305,000 metric tons, leaving a large margin for export. This is in line with the self-sufficiency aspect of the European Recovery Program, since it is considered necessary for the rest of Europe to take advantage of the relatively large hydro-electrical power resources of Italy.

There appear to be some grounds for doubt as to the validity of the agricultural machinery estimates. In tractors, Italy claims its requirements will level off at 250 metric tons per year, with exports increasing to 8,300 metric tons by 1951. Similarly, machinery imports level off at 4,000 tons, whereas exports increase to 11,000 tons.

In both these categories, production possibilities appear exaggerated in view of prewar experience, Italy produces a certain number of good tracked tractors of the heavier type, but could certainly use larger quantities of lighter wheeled tractors. It also seems certain that heavier imports of machinery would assist agricultural production. The pressure of farm unemployment must, however, be considered, and it is possible that this consideration has reduced estimates of total requirements.

As against the requirement figures, given below, as submitted by Italy to the Paris Commission, the latest figures as to United States estimates of requirements under the ERP are as follows:

Wheat.—2,360,000 metric tons in 1948-49; 2,200,000 metric tons in 1949-50, levelling off to 2,025,000 metric tons in each of the following years. This is slightly higher than Italian figures for the same period.

Oils and Fats.—127,000 tons in 1948-49; 130,000 tons in 1949-50, and 150,000 tons in ensuing years. This is slightly higher than Italian estimates.

Meat.—28,000 tons in 1948-49; 37,000 tons in 1949-50 and 32,000 tons in ensuing years, or about 20 per cent less than Italian estimates.

Milk.—About 16,000 metric tons per year of milk products, as against the Italian estimate of no requirements.

The above figures indicate there is not too great a divergence of views as to Italian requirements, and that most of the estimates given can be considered fairly representative of future demand, within the limits imposed by the amount of guesswork necessary in preparing long-term estimates of this nature.

In conclusion, they show that Italy may be expected to require about 80,000,000 bushels of wheat per year; about 40,000 tons of meat, and fish, increasing to a maximum of 59,000 tons. At present prices, this demand could be estimated at an equivalent of almost \$200,000,000, of which certainly a proportion would have to come from Canada.

Additional Items Released from Export Control

Due to the favourable supply position in Canada, effective on and after March 23, export permits are no longer required for shipments of: horse hides, cattle hides and calf skins; cattlehide and calfskin leather; jute fibre, jute yarn, cordage and twine (jute burlaps and bags, and jute manufactures, n.o.p., however, remain under export control); barrels, kegs, casks and other similar containers of wood, as well as box shooks.

The export schedule is further modified by deleting pulp boards, all kinds, over \$100, and substituting wallboards and building boards, for which an export permit will be required when consigned to any destination.

Eire's Adverse Balance of Trade Greatly Increased in Past Year

Imports totalling £130,812,035 establish record and represent an increase of £58,769,000 over the previous year, while exports remain static at £38,802,010—Visible adverse balance, which increased from £33 million in 1946 to £92 million last year, is a major problem.

By H. L. E. Priestman, Commercial Secretary for Canada

(Editor's Note—This is the first in a series of three articles on economic conditions in Eire in the past year, prepared for *Foreign Trade*.)

DUBLIN, February 20, 1948.—Imports into Eire, valued at £130,812,035 last year, were a record high, representing an increase of £58,769,000 over the 1946 total of £72,043,372. Exports also showed a slight increase of £227,000, from £38,575,172 in 1946 to £38,802,010 in 1947. In consequence, the visible adverse balance of trade, which was £33,000,000 in 1946, had increased to £92,000,000 in 1947.

This mounting disparity of Eire's imports and exports is a major problem, being a country of the sterling area, particularly because Eire has been going behind so rapidly on dollar account through her heavy purchases from non-sterling area countries, notably the United States. Eire's external assets are comprised almost wholly of sterling. They are more than adequate to take care of her balance of payments deficits for some years, provided, as seems to be the case, that her sterling balances are not blocked.

Invisible Exports Calculated to Exceed Invisible Imports

Her invisible exports are calculated to considerably exceed her invisible imports, but likewise chiefly comprise sterling items. Eire's visible dollar deficiency on trade with United States alone during 1947 was nearly £29 million (imports £29,114,195, exports £286,367). Her trade with Canada reveals a further deficiency of £5.6 millions (imports £5,674,039, exports £18,683); with Argentina the deficiency is £4.6 million (imports £4,670,737, exports £15,433.) These illustrate the situation with the major hard-currency countries.

The year 1947 was one of continuing readjustment in Ireland, as in other countries, to postwar conditions. The most outstanding event in Eire likely to affect trading conditions was the rapprochement with the United Kingdom, evidenced by two visits made after the onset of the dollar crisis in August to London by the Prime Minister and his Ministers of Industry and Commerce and Agriculture. They conferred with the British Prime Minister and his cabinet colleagues holding similar portfolios.

United Kingdom to Pay Higher Prices for Agricultural Products

This visit culminated in the announcement late in the year of higher prices to be paid by the United Kingdom for Eire livestock and other agricultural products and the supply by the United Kingdom to Eire of much needed coal, agricultural machinery, and fertilizers. Eire, as a part of the sterling area for foreign exchange control purposes, agreed at that time on the limitations to be imposed on the amount of dollars she would receive from the sterling area dollar pool for the nine months ending June 30, 1948.

A later phase, arising from matters agreed in principle at these intra-government talks, was a scheme providing £2,700,000 spread over three years to improve the Eire poultry industry. One-half is to be provided by the United Kingdom by means of an additional payment on eggs from Eire and the balance will be put up by Eire.

The grave effects on Eire's economy of the dollar crisis and poor harvests, however, are causing great concern whether Eire will be able to purchase necessary grain and basic raw materials. These factors, combined with numerous strikes, and mounting prices created a hesitancy in all trading circles at the year's end.

United Kingdom is Principal Market and Important Supply Source

Since nearly all of Eire's export trade (90 per cent in 1947) and a large proportion of her import trade (40 per cent in 1947) is traditionally conducted with the United Kingdom of Great Britain and Northern Ireland, the following comparisons for the calendar years 1946 and 1947 are of interest:

Eire Trade with United Kingdom

| Country | Imports | | Exports | |
|------------------------|-------------|-------------|-------------|-------------|
| | 1947 | 1946 | 1947 | 1946 |
| Great Britain | £52,004,949 | £36,037,081 | £27,296,441 | £28,671,948 |
| Northern Ireland | 2,205,004 | 1,557,359 | 7,304,840 | 7,042,972 |
| United Kingdom | £54,209,953 | £37,594,440 | £34,601,281 | £35,714,920 |

Imports from the United Kingdom to Eire in 1947 at £54 million showed an increase over 1946, when they were £37·5 million, of £16·5 million. Exports to the United Kingdom in 1947 of £34·6 million fell by nearly £1 million from the preceding year when they were £35·7 million.

In 1947 the imports into Eire from the United Kingdom were £25 million less than Eire's exports to that country. The year 1946 showed the trade between the two countries close to matching with imports of £37·5 million and exports £35·7 million, so that the deficiency was only £1·8 million.

In accounting for the trends of Eire's export and import trade, there is little to be said about exports, which have been nearly static in 1946 and 1947 at about £38 million, except that Eire's exports, being chiefly agricultural products, have suffered bad seasons, and production has been further curtailed by lack of feeding stuffs and fertilizers.

Imports in general have expanded, not only to meet the pent-up consumer demand of the war years, but machinery and raw materials for industries, builders' supplies, timber, oil and coal had become more readily available.

Eire is Valuable Market for United Kingdom Goods

Eire is an export market for United Kingdom goods, a traditional, valuable, nearby market. The British export drive, so far not markedly discriminating as between hard and soft currency destinations, has made available to Eire very considerable quantities of goods, from automobiles to wearing apparel, that are almost unobtainable in Britain. This, and higher prices, could account for much of the upsurge of £16·5 million in imports from the United Kingdom.

There is no detailed information available of the commodities making up Eire's unprecedented import total of £29 million from the United States, but quantities of coal were purchased to tide Eire over when Britain, the historic source, could not supply. Further large items were undoubtedly

wheat and flour. It is likewise clear that purchases from the United States included machinery, textiles, yarns, motor vehicles and parts, chemicals, apparel, canned fruits, etc., involving very large aggregate expenditures, and including many items that would have been purchased from Britain, could she supply. Much the same remarks could be made regarding textile purchases from Argentina, Brazil and Mexico and Holland, the Latin American republics being unusual sources of supply developed by Eire when others failed during and since the war.

Procedure Governing Visits by Businessmen To Combined German Zones Modified

Scheme now covers potential buyers and sellers—Entry permits valid for repeated journeys over 30-day period—Extensions may be recommended up to maximum of another thirty days.

By Trade Commissioner Service, Foreign Trade Service

SEVERAL modifications to the established schemes governing the visits of businessmen to the combined British and United States zones of Germany have now been introduced, effective March 15, 1948. Under the quota scheme, which applies to Canada and under which this country is allotted permits covering seventy-five businessmen per month, the following are the main features:

- (i) The scheme now covers potential buyers *and sellers*; the term buyer includes persons wishing to arrange processing deals.
- (ii) Entry permits will be valid for *repeated journeys* over a period not exceeding *30 days*, and will be valid for British and United States zones.
- (iii) German nationals are excluded from this scheme.
- (iv) Joint Export/Import Agency Branch Offices may recommend extensions to Entry Permits up to a normal maximum of another 30 days.
- (v) Allocations of quotas and facilities extended to visitors remain unchanged.

Full details of the modifications and implications are not available, but it is understood that the currency arrangements made for a previous validity of fourteen days still stand for the increased validity of thirty days. If second or third visits of short duration were made, no doubt appropriate currency arrangements will be effective.

Applications for permits to enter the combined zones will be made as heretofore, that is on forms supplied by the European Trade Officer, Foreign Trade Service, Department of Trade and Commerce, Ottawa, and the following information will be required: (1) Full surname and christian names; (2) nationality; (3) firm represented; (4) towns to be visited (the first town of call to be specified); (5) products to be purchased or sold; and (6) date of entry to Germany (at least ten days' notice required for British zone).

Unless the detailed information called for in 4 and 6 is given, the application will not be forwarded for consideration. It is pointed out that the authorities in Ottawa do not grant the permits, but merely sponsor the application; the granting of the permit rests entirely with the Military Permit Office.

United Kingdom and Egypt Conclude Financial Agreement for This Year

Further reduces sterling credit in United Kingdom—Releases £21,000,000, of which 6,250,000 will be convertible to U.S. dollars—Sterling area given preferential position in Egyptian market.

By J. M. Boyer, Canadian Government Trade Commissioner

CAIRO, January 14, 1948.—Egypt has a large accumulation of sterling to her credit in the United Kingdom, largely the result of Britain's wartime expenditure in this country. The credit has been gradually reduced by the release to Egypt of varying amounts under a series of agreements between the British and Egyptian Governments. While former agreements have been effected for a six months period, the one signed on January 5 covers the whole of 1948 and, provided there are no unexpected developments, it seems to chart very clearly Egypt's import and foreign exchange position for the year. The important points of this agreement are as follows:

A "release" during 1948 of £21,000,000 from Egypt's pre-July, 1947, sterling balances;

Britain undertakes to sell to Egypt against sterling during 1948 £6,250,000 in American dollars;

Britain undertakes to sell to Egypt against sterling roughly £4,000,000 worth of gold to meet her increased quota and subscription to the International Monetary Fund and International Bank;

Egypt will be allowed to use sterling to buy Chilean nitrates and oil, thereby saving a considerable quantity of dollars; and

The sterling area is given a preferred position in the Egyptian market.

Out of the £21,000,000 released, it is important to note that £6,250,000 will be convertible into United States dollars. This means that some \$25,000,000 will be added to Egypt's other sources of hard-currency income. Further, a new source of dollar income may be the International Monetary Fund, should the Egyptian authorities so elect. The agreement provides that Egypt shall be entitled to obtain gold to complete her subscription to the International Monetary Fund, and she may therefore borrow against her own currency as much as \$15,000,000 during the twelve months. Dollar earnings from exports and services (including Suez Canal dollar earnings) may reasonably be expected to amount to \$46,000,000, and subsequently there may be approximately \$86,000,000 available for purchases from the United States and Canada. If, however, Egypt failed to balance her trade with Belgium, Switzerland, and other hard-currency countries, this amount would be reduced. In this event, it would be necessary for her to pay dollars for imports from such sources.

Egypt's Dollar Position Likely More Favourable This Year

Egypt's dollar position in 1948 is likely to be slightly more favourable than in the latter part of 1947, when it was found necessary to limit purchases from the hard-currency countries and to buy only items essential in the highest degree to the economy of security of the country and which were unobtainable elsewhere. This practice will nevertheless be even more stringently applied in 1948, because of what is perhaps one of the most significant parts of the agreement, i.e., the preference given to imports from the sterling area.

Thus the Egyptian import control system remains unchanged for the rest of the world, but is greatly relaxed for the sterling area. Specified essential goods can be obtained from sterling countries in any quantity and licences will be issued on request. (Their sole purpose is to enable the importer to acquire his sterling credit.) The list of essentials is long and includes textiles (woollen and silk only), foodstuffs (excluding fresh fruit), chemicals, pharmaceuticals, machinery (including agricultural machinery), tools and timber. Non-essentials such as other textiles, spirits, films, etc., will be restricted by quota.

The whole system of import control as it stands at present is calculated to make things as easy as possible for the importer of goods from the sterling countries. Canadian exporters in general will have extreme difficulty in developing sales in Egypt while this agreement is in force.

Portugal's Hard Currency Exchange Position Continues to Deteriorate

Adverse balances continue into 1948 despite controls—Import or exchange permits must be obtained before importation can be effected—As conditions vary from time to time, Canadian exporters are advised not to ship until irrevocable letter of credit opened.

By L. S. Glass, Canadian Government Trade Commissioner

LISBON, March 16, 1948.—Portugal's supply of hard-currency exchange has continued to deteriorate owing to heavy imports in 1947 and, despite the controls which were adopted, adverse balances have continued into 1948. Late in 1947 there was published a list of commodities, the importation of which was to be strictly controlled. Now, however, although no new list has been published, the controls have been extended to all commodities and import or exchange permits must be obtained in every instance before importation may be effected. This restriction applies particularly to non-essential articles and luxury goods or those which are in free supply in non-hard-currency countries. Essential goods and raw materials of economic importance will continue to receive import or exchange licences without difficulty.

Irrevocable Letter of Credit Should be Requested by Exporter

It must be borne in mind, however, that these conditions may vary from time to time. In order to avoid any difficulties or losses, Canadian exporters are again advised not to ship until an irrevocable letter of credit to the full value and cost of the shipment has been opened in favour of the exporter. Furthermore, the exporter, before shipment is effected, should make quite certain that the letter of credit is still in good standing and that all his shipping documents are in order and agree with the terms of the letter of credit. There is no need, as some exporters are insisting upon, to ask the importer to indicate the number of his import licence, as the very fact that a letter of credit has been opened is definite proof that the import licence has been granted.

The growing procedure is for the importer to obtain pro-forma invoices from the exporter for presentation to the licensing authorities for acceptance before committing either himself or the exporter to a definite contract. This is a reasonable method and a safeguard and Canadian exporters are advised to comply with such requests as expeditiously as possible.

Agricultural Production in Bizonia Depends on Imported Fertilizers

Imports, paid for from joint U.S.-U.K. appropriated funds, required to achieve maximum crop production—French North Africa, Belgium, Luxembourg, United States and Austria sources of supply—Supplies distributed on priority basis.

By D. W. Jackson, Canadian Economic Representative

FRANKFURT, February 27, 1948.—Fertilizer imports totalling \$44,877,000 in value will have been brought into the Bizonal Area during the twelve months ending June 30, 1948, in order to stimulate maximum indigenous crop production. These imports, as essential requirements for the Bizonal Area, are being paid for out of joint U.S./U.K. appropriated funds.

Fertilizer imports in the six-month period July 1 to December 31, 1947, were valued at \$21,872,000, and included 221,000 metric tons of raw phosphates, 122,000 of nitrogen fertilizers and 203,000 of superphosphates and basic slag.

During the current six-month period, \$1,133,000 more will be spent on imported fertilizers than in the previous period, supplies to a value of \$23,005,000 having been purchased under contract for delivery between January 1 and June 30, 1948. Deliveries will include 247,000 metric tons of raw phosphates, 117,700 metric tons of nitrogen fertilizers and 228,000 metric tons of superphosphates and basic slag.

Several Countries Are Sources of Supply

The raw phosphates are being obtained from French North Africa, and the superphosphates from Belgium and Luxembourg. The principal source of nitrogen has been the United States, small additional shipments coming from Great Britain and Austria. Procurement of superphosphates has been limited by availability, since the commodity has been in short supply on the world market.

Indigenous fertilizer production in the Bizonal Area for the six-month period July 1 to December 31, 1947, amounted to 215,000 metric tons of nitrogen and 342,000 metric tons of superphosphates. There is no indigenous production of raw phosphates, since there are no suitable phosphate rock deposits in Germany. All imported raw phosphates are used in the manufacture of superphosphates. Bizonal potash requirements, however, are met entirely from indigenous production, 500,000 tons being supplied during the first six months of 1947-48. Full utilization of indigenous production capacity is hampered by shortages of coal and the non-availability of essential manufacturing ingredients from other zones. Combined supplies of imported and indigenously produced fertilizers are still insufficient to meet total fertilizer requirements for the Combined Area.

Heavy Applications of Fertilizer Required

Most of the arable land in the Bizonal Area has a naturally low productivity, and the relatively higher yields obtained before the war were only achieved by heavy applications of fertilizer. Yields dropped



Canada—Ammonium sulphate being bagged for export to China. Exports during 1947 amounted to 3,179,502 cwts., valued at \$5,357,000, shipments being made to fifteen countries. Canada's exports of all fertilizers were valued at \$34,386,000 during this period.

sharply during the war, when the nitrogen used in the manufacture of fertilizer was diverted to munitions production. Only 22 per cent of the Bizonal fertilizer requirements were met in 1945-46, and 60 per cent in 1946-47. As a result of imports and increased production, 76 per cent of fertilizer requirements will be met in 1947-48.

To compensate for lack of supplies to meet full requirements, fertilizer in both zones is allocated under a system which gives priority to the production of those crops which are most essential from the standpoint of providing food for human consumption. The priorities are, in that order: (1) Potatoes, sugar beets, vegetables and oil seeds; (2) bread grains, barley, peas and beans; (3) all other crops; (4) meadows and pastures.

Meticulous preparation of documents is required in order to avoid fines or excessively high rates of duty which are charged in certain countries for the slightest irregularity in documentation. It is therefore advisable for a shipper unfamiliar with his market to seek detailed information from the importer or consult the Commercial Relations Division, Department of Trade and Commerce, or the Tariff Department, Canadian Manufacturers' Association, Toronto; forwarding agents, or steamship companies. (See our *ABC of Canadian Export Trade*, page 20.)

Mexican Imports of Toys Reduced As Domestic Output Increased

Manufacture of toys increased so greatly since 1942 that imports only supply about 25 per cent of the market—Local production of registered manufacturers in 1945 was valued at 6,249,754 pesos.

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

MEXICO CITY.—The manufacture of toys in Mexico has increased so greatly since 1942 that imported toys are now supplying only about 25 per cent of this profitable market. Toys valued at 6,249,754 pesos (U.S. \$1,287,449) were produced by the domestic industry in 1945, according to the industrial census taken during that year, but this census considered only registered toy manufacturers, who number 100-odd in the Republic. Many thousands of men and women produce toys in their homes, using wood, textiles and fibres and there is no reliable information available as to their total production, which is known to be considerable.

The domestic industry concentrated on dolls, and toys made of plastics, common metals, wood and textiles. Rubber balls, scooters and tricycles also are manufactured although they are of poor quality. No automatic or mechanical toys are produced and this field represents therefore the largest in which the foreign manufacturer can compete.

Mexicans bought toys valued at about U.S. \$1,650,000 during 1945, and slightly more in 1946. This total consumption—which excludes the multiple toys made in homes, mostly for street and public market sale—included about \$207,000 worth of imported products.

Dolls are commonly bought in larger quantities than other types of toys. Wooden, metal, plastic and textile toys follow in that order of importance. Mexico has not yet become a good market for educational toys, although automatic toys and those described by the trade as “noise-making” are popular. It is estimated that almost 90 per cent of retail purchases are made during the Christmas season and that consumers are from every class of society.

Value of Toy Imports Varied in Recent Years

Imports of toys have fallen off since the prewar years, partly because of increased import tariffs obtained by the growing domestic industry and partly because of the shortage of materials. Total imports of toys of all kinds have varied in recent years as indicated in the following: 1938, 1,453,161 pesos; 1939, 1,590,438; 1940, 1,834,496; 1941, 1,821,626; 1942, 1,075,077; 1943, 682,951; 1944, 687,409, and 1945, 1,041,257 pesos.

The average annual imports during the period 1938-45 thus amounted to 1,373,302 pesos or U.S.\$284,661 approximately. Germany and Japan, which supplied a large part of the market before the war, have been replaced by the United States as the principal supplier, accounting for about 80 per cent of imports.

It is clear that since the domestic industry is sufficiently developed to obtain tariff protection for its products, foreign manufacturers interested in the Mexican market would do well to concentrate their efforts on toys which are either not made in this country or are of inferior manufacture. In the opinion of the trade, potential exporters to Mexico also should offer as wide a range of toys as possible and should not specialize in a limited number of lines.



Mexico—Floating gardens at Xochimilco, thirty miles from Mexico City.

The developing Mexican industry is finding also a small but growing export market for its products. This market abroad reached U.S. \$130,979 in 1943 and fell to U.S. \$23,312 in 1944, and U.S. \$15,353 in 1945. The industry's potential market extends into seven or eight neighbouring Latin American countries and includes the United States.

United States Quota for White or Irish Seed Potatoes Nearly Filled

Washington, March 31, 1948.—(FTS)—The Bureau of Customs announces that the quota of two and a half million bushels of white or Irish certified seed potatoes, admissible in the quota year ending September 14, 1948, at 37½ cents per 100 pounds, as provided by the General Agreement on Tariffs and Trade, was approximately 81 per cent filled on March 20.

United Kingdom and Belgium Conclude New Trade and Payments Agreement

Object is to regulate payments between the two monetary areas to bring them into balance—Belgian market ready to admit sterling imports to greatest possible extent—United Kingdom to receive increased shipments of raw materials.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, March 17, 1948.—A trade and payments agreement just concluded by the British and Belgian governments will regulate payments between the two monetary areas so as to bring them into balance as soon as possible to avoid further losses of gold by the United Kingdom. The agreement covers the period from January 1, 1948, to June 30, 1949.

The Anglo-Belgium Monetary Agreement, signed on November 14, 1947, which agreed that Belgium should hold sterling within the maximum of £27,000,000, will, with one modification, provide the mechanism for payments between the sterling area and the Belgian monetary area. As regards the United Kingdom, trade programs have also been agreed upon for the period in question.

Trend of Payments Moved in Favour of Belgian Monetary Area in 1947

During the past year, the trend of payments was moving strongly in favour of the Belgian monetary area. This was partly because the sterling area as a whole was in deficit, and partly because, under the arrangements which were to make sterling more freely transferable, Belgium had been receiving substantial sums in sterling from countries outside the sterling area with which she had favourable balances of trade.

It has now been agreed that, although trade exchanges should be maintained at the highest possible level, payments between the two monetary areas are to be regulated in such a way that they should be brought into balance as soon as possible, thus avoiding further losses of gold by the United Kingdom. If some temporary transfer of gold is required in the early part of the period, the United Kingdom will have the right, once the desired balance is achieved and provided that Belgian exports to the United Kingdom are maintained in accordance with the agreed program, to repurchase later in the period any gold sold after March 1, 1948.

United Kingdom to Receive Increased Quantities of Raw Materials

The United Kingdom is to receive increased quantities of steel, flax, fertilizers, copper and other essential raw materials and manufactured goods from Belgium and the Belgian Congo.

The Belgian Government have agreed that the Belgian market is ready to admit imports from the sterling area to the greatest possible extent. It is hoped that sterling area exporters will take full advantage of this.

To assist in bringing payments into equilibrium, the Belgian Government have agreed that they will, over the period of eighteen months, drastically restrict the acceptance of sterling from countries outside the sterling area.

An Anglo-Belgian joint committee will be set up for the general supervision of the new arrangements, and will meet regularly.

Canadian Trade, by Main Commodity Groups

(See Charts overleaf)

Canadian Exports

| Commodity | Average 1935-39 | | January-December | | | |
|-----------------------------------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|
| | Value \$ '000,000 | Per cent | 1946 | | 1947 | |
| | | | Value \$ '000,000 | Per cent | Value \$ '000,000 | Per cent |
| Agricultural and Vegetable Products... | 246.5 | 27.9 | 578.5 | 25.0 | 683.7 | 24.6 |
| Animals and Animal Products..... | 123.3 | 13.9 | 358.5 | 15.5 | 331.4 | 11.9 |
| Fibres, Textiles and Textile Products.. | 12.7 | 1.4 | 53.8 | 2.3 | 49.3 | 1.8 |
| Wood, Wood Products and Paper..... | 220.6 | 24.9 | 625.6 | 27.1 | 886.2 | 31.9 |
| Iron and Its Products..... | 58.3 | 6.6 | 227.5 | 9.8 | 273.2 | 9.9 |
| Non-Ferrous Metals and Products..... | 161.6 | 18.3 | 247.8 | 10.7 | 303.9 | 11.0 |
| Non-Metallic Minerals and Products..... | 25.4 | 2.9 | 57.4 | 2.5 | 74.6 | 2.7 |
| Chemicals and Allied Products..... | 19.9 | 2.2 | 67.6 | 2.9 | 83.8 | 3.0 |
| Miscellaneous Commodities..... | 16.2 | 1.8 | 95.7 | 4.1 | 88.7 | 3.2 |
| Total..... | 884.5 | 100.0 | 2,312.2 | 100.0 | 2,774.9 | 100.0 |

Canadian Imports

| Commodity | Average 1935-39 | | January-December | | | |
|-----------------------------------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|
| | Value \$ '000,000 | Per cent | 1946 | | 1947 | |
| | | | Value \$ '000,000 | Per cent | Value \$ '000,000 | Per cent |
| Agricultural and Vegetable Products... | 127.3 | 18.6 | 310.8 | 16.1 | 356.3 | 13.8 |
| Animals and Animal Products..... | 27.6 | 4.0 | 64.2 | 3.3 | 86.9 | 3.4 |
| Fibres, Textiles and Textile Products.. | 97.5 | 14.2 | 264.1 | 13.7 | 390.6 | 15.2 |
| Wood, Wood Products and Paper..... | 30.0 | 4.4 | 69.6 | 3.6 | 89.5 | 3.5 |
| Iron and Its Products..... | 160.8 | 23.5 | 491.1 | 25.5 | 762.4 | 29.6 |
| Non-Ferrous Metals and Products..... | 39.2 | 5.7 | 120.3 | 6.2 | 160.9 | 6.3 |
| Non-Metallic Minerals and Products... | 122.0 | 17.8 | 332.6 | 17.3 | 452.2 | 17.6 |
| Chemicals and Allied Products..... | 35.6 | 5.2 | 92.9 | 4.8 | 113.1 | 4.4 |
| Miscellaneous Commodities..... | 44.6 | 6.5 | 181.7 | 9.4 | 162.1 | 6.3 |
| Total..... | 684.6 | 100.0 | 1,927.3 | 100.0 | 2,573.9 | 100.0 |

An exporter should endeavour to sell in the currency of his own country, and thereby avoid risk of loss through fluctuations in exchange. Where payment may be required in United States dollars under existing regulations or for the convenience of the customer, the Canadian firm may be able to quote prices in Canadian dollars with the proviso that payment may be made in United States dollars at the current rate of exchange on date of settlement. If foreign exchange must be the media of the transaction, the exporter may minimize possible losses by hedging, *i.e.*, on receipt of a firm order, selling to the bank for forward delivery within a stipulated period the amount of foreign exchange which he knows will be realized under the terms of sale at a specified time. (See our ABC of Canadian Export Trade, page 18.)

MILLION DOLLARS
4000

EXPORT TRADE OF CANADA BY MAIN COMMODITY GROUP: RUNNING TWELVE

3500

3000

2500

2000

1500

1000

500

0

LEGEND

- Miscellaneous
- Non-metallic Minerals
- Iron and Products
- Fibres and Textiles
- Agricultural Products
- Chemicals and Products
- Non-ferrous Metals
- Wood and Paper
- Animals and Products

J. M. 1935-39 O. D.

J. M. 1939 O. D. J. M.

1940 O. D. J. M.

1941 O. D. J. M.

1942

MILLION DOLLARS
4000

IMPORT TRADE OF CANADA BY MAIN COMMODITY GROUP: RUNNING TWELVE

3500

3000

2500

2000

1500

1000

500

0

LEGEND

- Miscellaneous
- Non-metallic Minerals
- Iron and Products
- Fibres and Textiles
- Agricultural Products
- Chemicals and Products
- Non-ferrous Metals
- Wood and Paper
- Animals and Products

J. M. 1935-39 O. D.

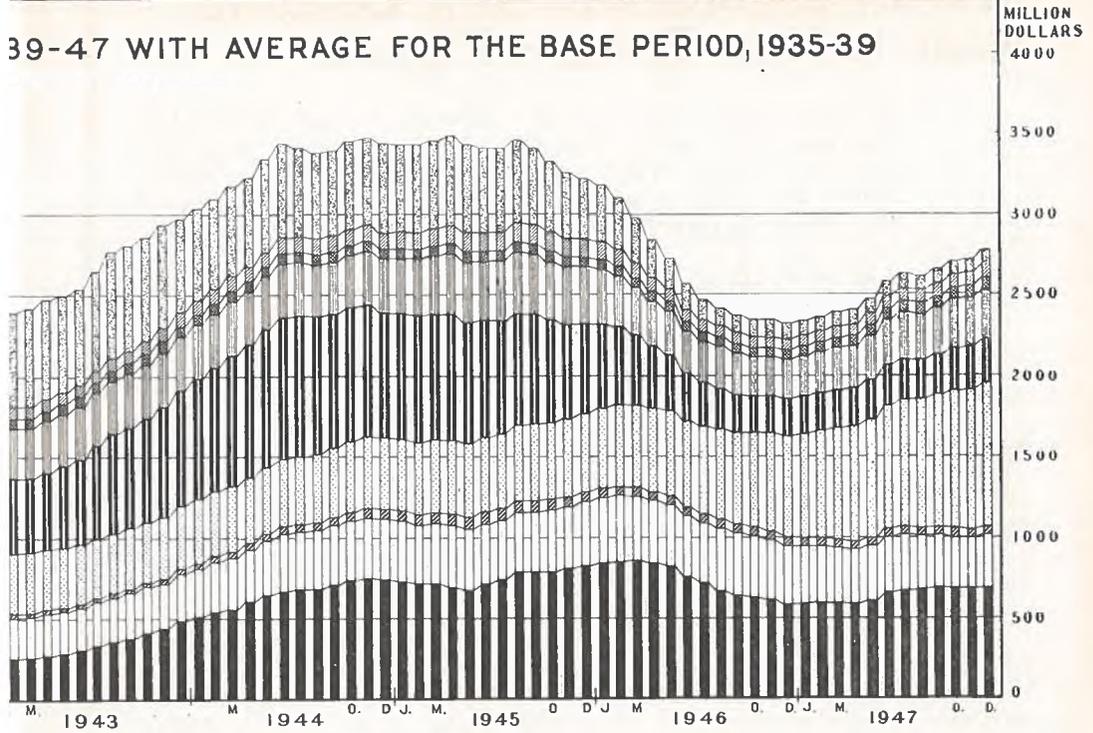
J. M. 1939 O. D. J. M.

1940 O. D. J. M.

1941 O. D. J. M.

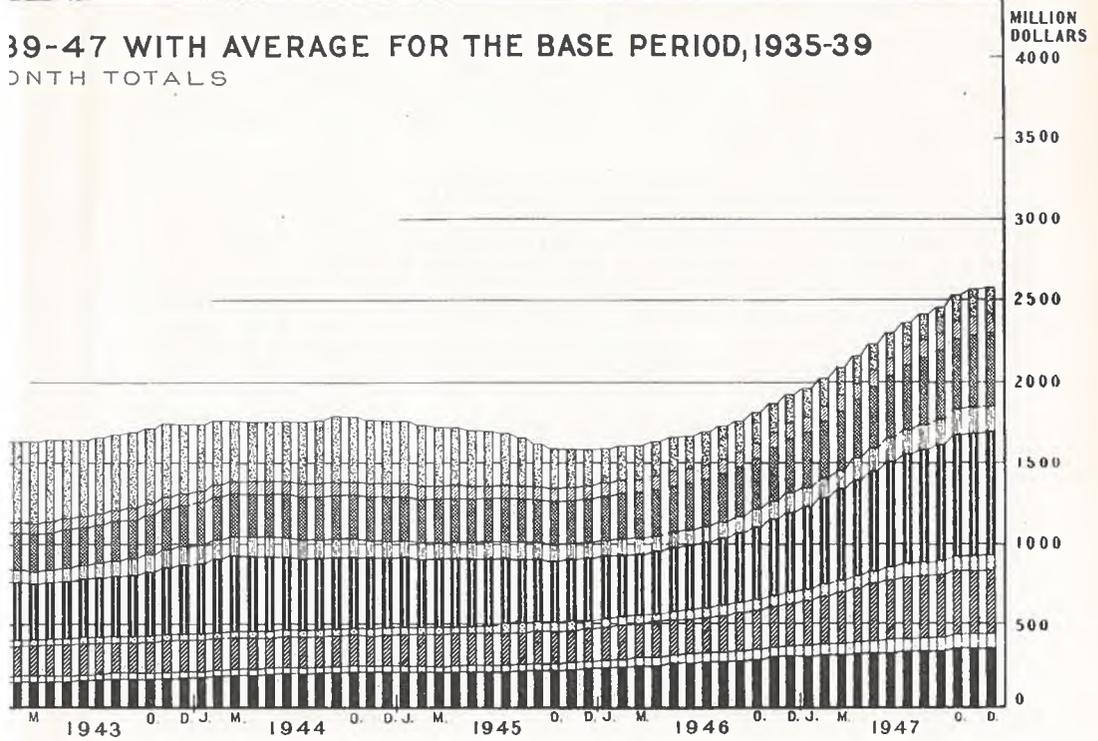
1942

1939-47 WITH AVERAGE FOR THE BASE PERIOD, 1935-39



1939-47 WITH AVERAGE FOR THE BASE PERIOD, 1935-39

MONTH TOTALS



Private Incomes in New Zealand Rose to New Record Figure

Revenue from taxation also higher, but gross public debt continued to increase—Effort made to pay off national debt held in London—Note issue of Reserve Bank at record figure, but sterling exchange reserve reduced—Number of registered factories and employees thereof higher.

By P. V. McLane, Commercial Secretary for Canada

(Editor's Note—This is the sixth and last in a series of articles on economic conditions in New Zealand in 1947, prepared for publication in *Foreign Trade*. Previous articles appeared in the March 6th, March 13th, March 20th, March 27th and April 3rd issues.)

WELLINGTON, February 1, 1948.—Private incomes in New Zealand during the year ended September 30, 1946, aggregated £326,800,000, which is higher than for any previous year. Wages and salaries contributed £185,200,000 to this total; other private income, £77,600,000; social security benefits, £20,800,000; and company income, £43,200,000. Increases were recorded in each group, and particularly in social security payments and pensions, which rose to £34,700,000 by the end of March, 1947. Revenue from taxation for the fiscal year ended March, 1946, amounted to £114,950,000, which is expected to be the same for the year ended last March. Customs and excise duties accounted for £15,680,000, sales tax for £15,060,000, motor vehicle licences for £2,320,000, death duties for £5,020,000, income tax for £35,290,000, social security charges for £14,560,000, and national security charges for £21,740,000.

While social security benefits are included under private income and the charges under taxation, the amount of money received by the government from taxation is a fairly substantial part of the aggregate private income of the country.

Gross Public Debt Increased

Despite this high aggregate of taxation, the gross public debt continues to increase and has risen from £343·2 million for the fiscal year ending March 31, 1939, to £634·8 million at the end of March, 1947. The government has made an effort to pay off the public debt held in London, where the total has been reduced from £196·1 million at the end of March, 1939, to £150·9 million at the end of March, 1947; there have also been further reductions since that time. Less than a million pounds is held in Australia. New Zealand government departments hold £299·00 million, and the public holds £184·00 million.

The Reserve Bank return for the week ended December 10, 1947, shows a record note issue of £50,776,762, due to Christmas demands. The previous record (£50,384,807) was reached in the week ended December 23, 1946. While the value of notes had expanded by £1,576,898 over the previous week's issue, sterling exchange reserve had declined by another £993,116 to £63,304,915, the lowest figure since July, 1945.

Number of Registered Factories and Employees Higher

Statistics of factory production for 1944-45 and 1945-46 are in the following table. Not all establishments required to be registered under the Factories Act are covered by the statistics, one-man businesses, bakeries,



Canadian Geographical Society Map.

and service establishments (e.g., boot-repair shops, laundries, etc.) being generally excluded. For comparison with the figures in the table, the total registrations under the Factories Act for 1944-45 were 16,537 factories with 138,600 persons engaged, and for 1945-46 they were 17,289 factories with 141,752 persons employed.

New Zealand Factory Registrations

| Number of: | Production Year | | | |
|-----------------------|-----------------|---------|---------|---------|
| | 1938-39 | 1943-44 | 1944-45 | 1945-46 |
| Establishments | 6,146 | 6,202 | 6,480 | 6,900 |
| Persons engaged | 102,535 | 117,864 | 122,700 | 128,500 |

New Zealand Factory Registrations—Concluded

| | 1938-39 | Production Year | | |
|-------------------------------|---------|-------------------|---------|---------|
| | | 1943-44 | 1944-45 | 1945-46 |
| | | Figures in £1,000 | | |
| Salaries and wages paid | 22,270 | 34,433 | 37,443 | 41,538 |
| Cost of materials | 75,635 | 112,884 | 122,642 | 123,848 |
| Other expenses | 10,002 | 14,516 | 15,516 | 16,294 |
| Value of output | 114,447 | 175,687 | 189,835 | 195,421 |
| Added value | 38,812 | 62,803 | 67,193 | 71,573 |
| Averages per person engaged: | | Figures in pounds | | |
| Salary or wage | 217 | 292 | 305 | 323 |
| Added value | 379 | 533 | 548 | 555 |

Canadian Timber Greatly Assisted Reconstruction in Great Britain

Purchases of sawn hardwood were more than double those of 1946—Imports of sawn softwood, pitprops, sleepers, veneers and plywoods were higher—Shipments from Finland and Sweden reduced imports from Canada of pitprops and plywood.

By A. E. Bryan, Commercial Counsellor for Canada

(Editor's Note—This is the third in a series of six articles on the external trade of Great Britain during the past year, prepared for *Foreign Trade*. The first two appeared in the March 20th and April 3rd issues.)

LONDON, February 24, 1948.—Timber of all kinds was imported by Great Britain in much larger quantities during the past year than in 1946, and Canada contributed substantially to the reconstruction requirements of this country. Purchases of sawn hardwood were more than double those of the previous year, while imports of sawn softwood, pitprops, sleepers, veneers and plywoods were higher. There was a decline in the value of pitprops procured from Canada, but the total increased by 40 per cent, due to increased supplies being made available by Finland. Plywood shipments from Finland were higher by 60 per cent and from Sweden by 84 per cent. It does not appear that the U.S.S.R. will be able to supply timber for some time, results depending on the ability of Great Britain to supply machinery to the Soviet Union under the trade agreement recently concluded.

United Kingdom Imports of Hardwoods

Hewn Hardwood, Not Further Prepared (Except mahogany)

| Total | 1938 | 1946 | 1947 |
|--------------------------|--------------------|-----------|-----------|
| 1,000 cubic feet | 2,434 | 3,826 | 8,092 |
| £ | 440,842 | 1,236,750 | 2,091,067 |
| <i>Principal sources</i> | | | |
| | (1,000 cubic feet) | | |
| Canada | 456 | 1,166 | 914 |
| Nigeria | 509 | 1,622 | 1,934 |



Great Britain—Canadian pine lumber awaiting distribution from the dockside at Cardiff, Wales. British imports of planed and dressed softwood last year totalled 48,432 standards, of which Canada supplied 25,999.

Miscellaneous Sawn Hardwoods

| | | | |
|---------------------------|-----------|--------------------|-----------|
| <i>Total</i> | 1938 | 1946 | 1947 |
| 1,000 cubic feet | 18,628 | 6,787 | 16,073 |
| £ | 2,693,554 | 2,769,043 | 7,332,048 |
| <i>Principal sources</i> | | (1,000 cubic feet) | |
| Canada | 6,099 | 4,435 | 6,071 |
| British West Africa | 100 | 589 | 1,530 |
| Australia | 1,271 | 420 | 716 |
| United States | 3,761 | 852 | 3,136 |

Softwoods, Veneers and Plywood

Miscellaneous Sawn Softwoods

| | | | |
|--------------------------|------------|-------------|------------|
| <i>Total</i> | 1938 | 1946 | 1947 |
| Standards | 1,480,457 | 689,279 | 1,129,065 |
| £ | 19,724,410 | 29,250,603 | 56,791,459 |
| <i>Principal sources</i> | | (Standards) | |
| Canada | 289,847 | 319,573 | 475,065 |
| Soviet Union | 343,544 | 12,448 | 6,904 |
| Finland | 364,266 | 108,194 | 183,251 |
| Latvia | 67,382 | ..... | ..... |
| Sweden | 218,535 | 184,265 | 167,590 |
| Poland | 108,687 | ..... | ..... |
| Germany | 425 | 24,503 | 116,167 |
| United States | 34,125 | 37,004 | 167,417 |

Planed or Dressed Softwoods

| Total | 1938 | 1946 | 1947 |
|--------------------------|-----------|-------------|-----------|
| Standards | 297,872 | 48,093 | 48,432 |
| £ | 4,593,393 | 2,200,093 | 2,888,347 |
| <i>Principal sources</i> | | (Standards) | |
| Canada | 110,757 | 26,702 | 25,999 |
| Finland | 39,165 | 396 | 14 |
| Sweden | 119,163 | 20,737 | 15,687 |
| Norway | 10,543 | 5 | 331 |

Boxboards, Softwood, Sawn or Planed

(Not dovetailed, mortised or tenoned at ends)

| Total | 1938 | 1946 | 1947 |
|--------------------------|-----------|-------------|-----------|
| Standards | 38,634 | 20,750 | 29,613 |
| £ | 1,806,339 | 1,305,106 | 2,249,806 |
| <i>Principal sources</i> | | (Standards) | |
| Canada | 268 | 4,800 | 5,032 |
| Finland | 27,783 | 1,055 | 1,712 |
| Sweden | 30,830 | 14,795 | 22,842 |
| Norway | 9,003 | 100 | 7 |

Pitprops

| Total | 1938 | 1946 | 1947 |
|---------------------------|-----------|-----------------------|------------|
| Piled cubic fathoms | 684,717 | 458,989 | 646,484 |
| £ | 4,678,892 | 10,574,076 | 15,188,456 |
| <i>Principal sources</i> | | (Piled cubic fathoms) | |
| Canada | 6,980 | 217,474 | 207,640 |
| Newfoundland | 31,769 | 8,302 | 9,096 |
| Soviet Union | 94,378 | 4,635 | 10,688 |
| Finland | 277,038 | 156,113 | 254,137 |
| Sweden | 41,034 | 26,940 | 38,956 |
| Norway | 2,642 | 12,264 | 16,330 |
| Germany | 1,815 | 20,016 | 74,187 |
| France | 89,636 | 11,935 | 34,296 |
| Portugal | 45,327 | ..... | ..... |

Sleepers of All Kinds, Including Sleeper Blocks

| Total | 1938 | 1946 | 1947 |
|--------------------------|-----------|-----------|-----------|
| Standards | 117,211 | 29,025 | 63,587 |
| £ | 1,966,507 | 1,470,162 | 3,463,953 |
| <i>Principal sources</i> | | Standards | |
| Canada | 29,282 | 28,769 | 36,616 |

Veneers

| Total | 1938 | 1946 | 1947 |
|--------------------------|---------|-----------|-----------|
| Cwt. | 246,983 | 334,969 | 537,032 |
| £ | 731,025 | 1,826,432 | 2,758,312 |
| <i>Principal sources</i> | | (Cwts.) | |
| Canada | 45,464 | 196,627 | 271,281 |
| France | 91,916 | 39,554 | 38,601 |
| Italy | 2,456 | 27,996 | 19,764 |
| United States | 39,367 | 66,632 | 170,403 |

Plywood

| Total | 1938 | 1946 | 1947 |
|--------------------------|------------|--------------|------------|
| Cubic feet | 10,861,755 | 7,667,268 | 10,822,063 |
| £ | 3,354,763 | 6,893,741 | 12,392,199 |
| <i>Principal sources</i> | | (Cubic feet) | |
| Canada | 365,999 | 2,979,087 | 2,945,857 |
| Soviet Union | 2,248,660 | ..... | ..... |
| Finland | 4,819,599 | 1,924,069 | 3,090,626 |
| Sweden | 217,563 | 225,192 | 414,302 |
| Italy | 4 | 83,771 | 62,290 |
| United States | 278,155 | 2,143,432 | 2,619,767 |
| Brazil ..... | ..... | 307,982 | 1,587,675 |

Wood-pulp

Chemical Wood-pulp, Dry, Bleached

| <i>Total</i> | 1938 | 1946 | 1947 |
|--------------------------|-----------|-----------|-----------|
| Tons | 187,023 | 125,539 | 117,163 |
| £ | 2,546,908 | 3,458,876 | 4,762,623 |
| <i>Principal sources</i> | | (Tons) | |
| Canada | 7,074 | 20,326 | 13,967 |
| Finland | 86,422 | 20,884 | 19,370 |
| Sweden | 47,445 | 61,498 | 66,538 |
| Norway | 29,086 | 16,012 | 13,546 |
| United States | 9,999 | 819 | 3,742 |

Chemical Wood-pulp, Dry, Unbleached

| <i>Total</i> | 1938 | 1946 | 1947 |
|--------------------------|-----------|-----------|-----------|
| Tons | 577,492 | 350,002 | 304,038 |
| £ | 2,546,908 | 7,992,232 | 9,789,929 |
| <i>Principal sources</i> | | (Tons) | |
| Canada | 17,459 | 40,446 | 38,475 |
| Newfoundland | 1,503 | 17,403 | 31,762 |
| Finland | 230,737 | 74,314 | 92,893 |
| Sweden | 250,969 | 213,001 | 135,741 |
| Norway | 12,041 | 600 | 250 |
| United States | 10,220 | 2,998 | 2,917 |

Mechanical Wood-pulp, Wet

| <i>Total</i> | 1938 | 1946 | 1947 |
|--------------------------|-----------|-----------|-----------|
| Tons | 660,411 | 256,434 | 249,300 |
| £ | 4,106,172 | 3,688,350 | 5,217,408 |
| <i>Principal sources</i> | | (Tons) | |
| Canada | 18,729 | 19,348 | 26,894 |
| Finland | 182,736 | 38,193 | 35,055 |
| Sweden | 233,876 | 168,196 | 141,247 |
| Norway | 221,167 | 30,697 | 43,050 |

Wood-pulp for Industrial Purposes, N.O.P.

| <i>Total</i> | 1938 | 1946 | 1947 |
|--------------------------|-----------|-----------|-----------|
| Tons | 79,378 | 62,767 | 93,725 |
| £ | 1,695,148 | 2,074,561 | 4,379,221 |
| <i>Principal sources</i> | | (Tons) | |
| Canada | 17,428 | 32,342 | 35,277 |
| Sweden | 18,206 | 15,979 | 40,271 |
| Norway | 32,003 | 14,193 | 15,461 |

Wood-pulp, the raw material for the paper and rayon industries, constitutes an essential need. Practically all requirements have to be imported and it is not surprising that facilities for importations are granted fairly freely, although sufficient supplies of pulp have been made available for production at only 33 per cent of capacity. More recently the rate has been reduced again to 20 per cent of capacity. However, imports are generally about the 1946 level and there are no important changes to record.

Furniture and Cabinet Ware

(Including parts)

| <i>Total</i> | 1938 | 1946 | 1947 |
|--------------------------|---------|---------|-----------|
| £ | 403,121 | 405,812 | 2,047,466 |
| <i>Principal sources</i> | £ | £ | £ |
| Canada | 5,724 | 59,093 | 221,224 |
| Poland | 83,111 | 18,923 | 230,037 |
| Netherlands | 22,667 | 42,963 | 647,730 |
| Italy | 6,695 | 55 | 6,290 |
| Hungary | 80,488 | ... | 2 |
| Czechoslovakia | 48,530 | 40,538 | 771,663 |

Furniture still remains among those commodities which are in certain lines purchasable in the United Kingdom only by persons granted special priorities. Demands have been made to expand local production by imports and the amount of overseas exchange expended under this heading in 1947 was five times as much as in prewar times. Canadian supplies were more than three times greater as compared with 1946. Several European countries shipping under the contracts concluded materially enlarged their shipments, particularly Czechoslovakia, the Netherlands and Poland. A change in policy, however, will reduce imports in 1948.

Kraft Paper, Except Coated

| <i>Total</i> | 1938 | 1946 | 1947 |
|--------------------------|-----------|-----------|-----------|
| Cwts. | 1,621,226 | 637,563 | 1,005,309 |
| £ | 1,388,301 | 1,466,110 | 2,881,277 |
| <i>Principal sources</i> | | (Cwts.) | |
| Canada | 37,285 | 97,028 | 72,428 |
| Finland | 236,245 | 120,576 | 163,972 |
| Sweden | 840,272 | 356,980 | 609,713 |

The returns are noteworthy for the improvement in Swedish supplies, which increased by 71 per cent, while Finland sent 35 per cent more. There was a reduction of 25 per cent in imports from Canada.

Newsprint in Rolls

| <i>Total</i> | 1938 | 1946 | 1947 |
|--------------------------|-----------|-----------|-----------|
| Cwts. | 8,926,924 | 2,081,863 | 2,449,696 |
| £ | 4,196,629 | 2,828,570 | 3,544,126 |
| <i>Principal sources</i> | | (Cwts.) | |
| Canada | 3,094,396 | 1,138,022 | 1,196,555 |
| Newfoundland | 3,406,981 | 840,413 | 883,226 |
| Finland | 1,676,893 | ..... | 344,435 |

While newsprint imports were 18 per cent higher than in 1946, supplies are only a fraction of prewar volume, and it has not been possible for newspaper publishers to increase the size of their papers. On the contrary, during the year newspapers reverted to their wartime proportions. Finland re-entered the market and both Canada and Sweden shipped about 5 per cent more than in the previous year. About one-third of all the newsprint consumed is imported. The price of newsprint manufactured in domestic mills has recently been increased to £46 10s. a long ton, which compares with £11 per ton prewar.

Miscellaneous Types of Board

| <i>Total</i> | 1938 | 1946 | 1947 |
|--------------------------|-----------|-----------|-----------|
| Cwts. | 1,988,934 | 821,722 | 1,300,294 |
| £ | 1,516,591 | 1,551,091 | 3,040,803 |
| <i>Principal sources</i> | | (Cwts.) | |
| Canada | 417,009 | 324,239 | 296,005 |
| Finland | 538,743 | 209,905 | 375,915 |
| Sweden | 404,163 | 165,798 | 239,468 |
| Norway | 201,330 | 105,470 | 172,789 |
| United States | 9,553 | 8,359 | 2,225 |

The growth of 58 per cent in imports of board was made up by an increase of 80 per cent in receipts from Finland, 63 per cent from Norway and 44 per cent from Sweden. Deliveries from Canada diminished by 8.6 per cent.

Industrial Development in South Africa Attracted Foreign Capital in Past Year

Major part of £100,000,000 which flowed into the Union was investment capital for industrial developments—New companies registered totalled 3,721, in addition to 24 foreign companies—Many plans completed for extensions and improvements to existing factories.

By J. H. English, Commercial Counsellor for Canada

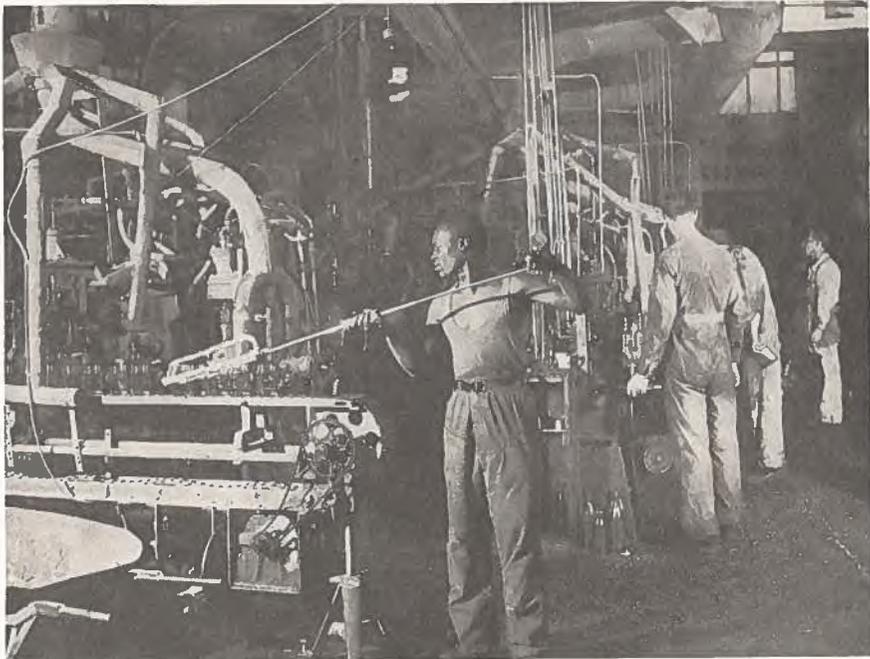
(Editor's Note—This is the fourth in a series of nine articles on economic conditions in South Africa during the past year, prepared for publication in *Foreign Trade*. The first three were published in the March 20th, March 27th and April 3rd issues.)

JOHANNESBURG, January 27, 1948.—Almost £100,000,000 flowed into South Africa during 1947 in the form of new capital, according to the most reliable estimates. A good deal of this came with the 20,000 or so immigrants, while some was undoubtedly "funk" capital seeking temporary refuge. Much of it, however, was investment capital brought into the Union in connection with new industrial developments.

During the year 1947, the Registrar of Companies reports that 3,721 new companies with a total nominal capital of over £98,000,000 were registered in the Union. In addition, foreign companies registered totalled 24, with a nominal capital of \$695,000; 1,000,000 escudos; £16·5 million; and 12·5 million gulden.

South Africa—Glass works in Pretoria. Many new industries have been established in South Africa in the past year and many more are planned. Nearly £100,000,000 flowed into the country in 1947 in the form of new capital in connection with industrial developments.

South African Railways Photo.



Further Industrial Expansion Planned

Associated with this is the statement from an authoritative source that during 1947 plans were passed for 231 new factories on the Rand alone. In addition, approval was given for a large number of extensions and improvements to existing factories. While the Witwatersrand is the chief industrial area in the Union, industrial expansion in other centres such as Cape Town, Durban and Port Elizabeth is going forward apace. Complete figures for 1947 are not yet available, but they will be very considerable. To date there has not been issued any recapitulation of the new industries which were established in the Union during the past year. According to press reports from time to time, among the new industries established in 1947 were: the manufacture of metal and plastic bottle closures; cutlery; cyanide; slide fasteners; cement; margarine; cotton and wool piece-goods; electric motors; copper tubing and a host of other products, while the South African Railways are reported to have produced the first steam locomotive ever manufactured in the Union.

The growing importance of South African industrial production was signified during the year by the first large-scale exhibition held in Durban of South African produced goods. The exhibition was well attended and on display was a very wide range of manufactured products. A similar industrial fair is to be held during 1948, while the Federated Chamber of Industries are contemplating the fostering of a "Made in South Africa" week.

An indication of the industrial expansion in the Union was shown by the census of production figures issued during the past year. While these referred to the year 1944-45, since when a great deal of further progress has been made, they show that during the six-year period 1938-39 to 1944-45, the gross value of industrial output increased from £199,000,000 to £375,000,000.

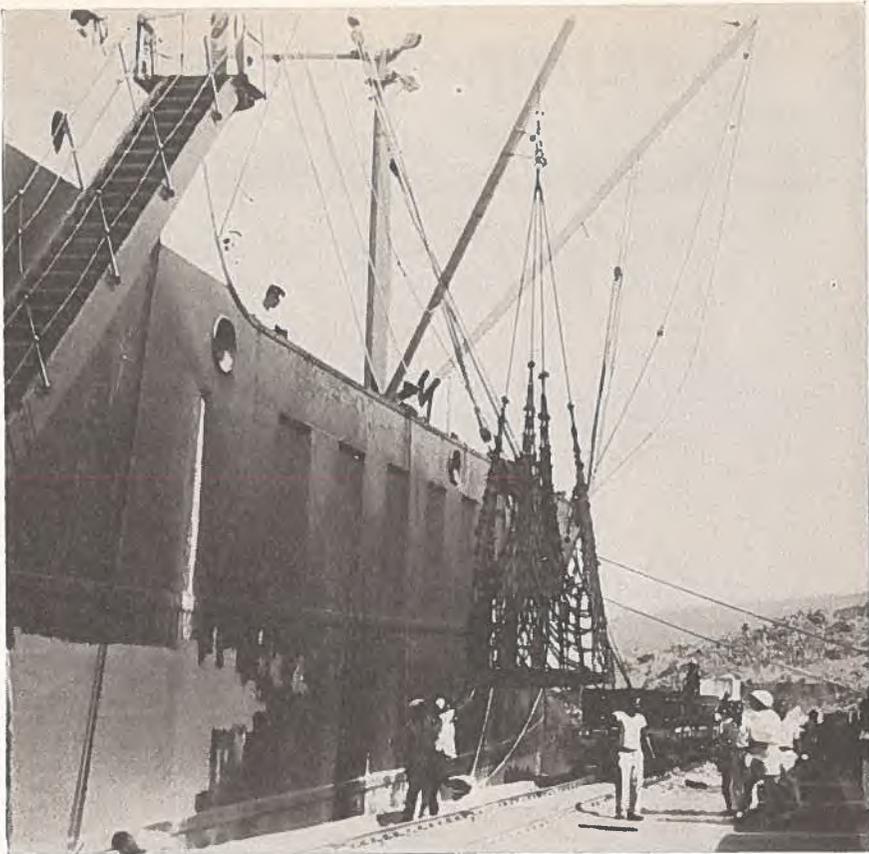
New Mills to Develop Woollen Industry in Australia

An Australian company, with capital exceeding \$3,200,000, will open a spinning mill at Ballarat (Victoria) to employ 1,200 workers, and a weaving mill at Maffra, in the same state, is also contemplated. Labour will be obtained locally, except for highly skilled technicians. Modern machinery had been imported from Czechoslovakia for the Maffra mill. The new machines were expected to increase Victoria's output of worsteds, woollen cloths and cotton piece-goods by 50,000 to 60,000 yards a month.

Decision of the Federal Government to lift restrictions on the export of woollen goods will permit 40 per cent of blankets and rugs produced in Australia to be exported and double the quantity of non-worsted machine yarns, fitted woollen underwear and hosiery. The woollen industry has grown so rapidly since the war that the government is confident the home market will not lack supplies in spite of the increased exports. Restrictions were raised on the advice of the Export Advisory Committee, which is examining ways to meet the dollar shortage. (From *Australia News*.)

Canadian Export Timbers

Copies of this brochure, prepared for distribution at the Building Trades Exhibition, in Manchester, may be obtained from the King's Printer, Government Printing Bureau, Ottawa, for 25 cents each.



Belgian Congo—Canadian apples being unloaded at Matadi, at the mouth of the Congo, in January, 1948.

Canadian Apples Well Received in Congo

Leopoldville, February 2, 1948.—(FTS)—Favourable comment has been made here concerning the quality and packing of some 800 boxes of Canadian apples that were recently received in the Belgian Congo. The arrival of this fruit in January instead of March, as was the case last year, has eliminated much of the criticism that was levelled at the first direct shipment from Canada to the Belgian Congo. The arrival of Canadian apples in January has enabled them to avoid competition from South African apples.

The retail price in Leopoldville this season was 30 frs. per kilo, which was six cents less than last year, but slightly higher than the price quoted for South African apples twelve months ago.

ABC of Canadian Export Trade

Compiled by the Export Division, Foreign Trade Service, copies of this publication may be obtained on application to the King's Printer, Government Printing Bureau, for 25 cents a copy in Canada and 50 cents abroad.



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.

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

Departures from Montreal

*Calls at Halifax about four days later .

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|----------------------|---------------|-------------------------------|----------------------------------------|
| Africa-East— | | | |
| Lourenço Marques... | Apr. 25-May 5 | <i>Cottrell</i> | Elder Dempster |
| Lourenço Marques... | May 12-22 | <i>Chandler</i> | Elder Dempster |
| Lourenço Marques... | June 1-10 | <i>Cambray</i> | Elder Dempster |
| Lourenço Marques... | June 15-25 | <i>New Texas</i> | Elder Dempster |
| Beira..... | May 12-22 | <i>Chandler</i> | Elder Dempster |
| Africa-South— | | | |
| Cape Town..... | Apr. 25-May 5 | <i>Cottrell</i> | Elder Dempster |
| Port Elizabeth..... | May 12-22 | <i>Chandler</i> | Elder Dempster |
| East London..... | June 1-10 | <i>Cambray</i> | Elder Dempster |
| Durban..... | June 15-25 | <i>New Texas</i> | Elder Dempster |
| Argentina— | | | |
| Buenos Aires..... | April 30 | <i>Mormacmoon</i> | Montreal Shipping |
| Buenos Aires..... | May 1-6 | <i>Beacon Grange</i> | Furness Withy |
| Buenos Aires..... | May 5-10 | <i>John P. Harris</i> | Robert Reford |
| Buenos Aires..... | May 15-18 | <i>Bowmonte</i> | Cunard Donaldson |
| Buenos Aires..... | May 26 | <i>Mormacsea</i> | Montreal Shipping |
| Australia— | | | |
| Brisbane..... | Apr. 28-May 5 | <i>Port Saint John</i> | Montreal Australia New Zealand Line |
| Sydney..... | | | |
| Melbourne..... | | | |
| Adelaide..... | | | |
| Belgium— | | | |
| Antwerp..... | April 26 | <i>Hedel</i> | Shipping Limited |
| Antwerp..... | Apr. 27-May 5 | <i>Mont Sandra</i> | Montreal Shipping |
| Antwerp..... | Apr. 28-May 4 | <i>Mortain</i> | Furness Withy |
| Antwerp..... | Apr. 30-May 7 | <i>Beaconsfield</i> | Cunard Donaldson |
| Antwerp..... | May 6 | <i>Kent County</i> | Canada Steamships |
| Antwerp..... | May 12 | <i>Prins Alexander</i> | Shipping Limited |
| Antwerp..... | May 15 | <i>Ravnefjell</i> | Brock Shipping |
| Antwerp..... | May 18 | <i>Prins Frederik Hendrik</i> | Shipping Limited |
| Antwerp..... | May 26 | <i>Johan Willem Friso</i> | Shipping Limited |
| Antwerp..... | May 30 | <i>Hemsefjell</i> | Brock Shipping |
| Antwerp..... | Early June | <i>Beckenham</i> | Cunard Donaldson |
| Antwerp..... | June 15 | <i>Svanefjell</i> | Brock Shipping |
| Brazil— | | | |
| Rio de Janerio..... | April 30 | <i>Mormacmoon</i> | Montreal Shipping |
| Santos..... | May 1-6 | <i>Beacon Grange</i> | Furness Withy |
| | May 5-10 | <i>John P. Harris</i> | Robert Reford |
| | May 26 | <i>Mormacsea</i> | Montreal Shipping |

Departures from Montreal—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| British Honduras— Belize..... | May 15-20 | <i>Apollo</i> (r) | Saguenay Terminals |
| Ceylon— Colombo..... Colombo..... Colombo..... Colombo..... | April 20-30 April 25 May 5 May 20 | <i>Bayside</i> <i>City of Lyons</i> <i>City of Dundee</i> <i>Catrine</i> | March Shipping McLean Kennedy McLean Kennedy McLean Kennedy |
| China— Shanghai..... Shanghai..... Shanghai..... | April 20-30 May 1-4 May 6 | <i>Bayside</i> <i>Priam</i> <i>City of Glasgow</i> | McLean Kennedy Cunard Donaldson McLean Kennedy |
| Colombia— Barranquilla..... Cartagena..... | May 15-20 | <i>Apollo</i> (r) | Saguenay Terminals |
| Denmark— Copenhagen..... | Apr. 24-May 1 | <i>Tunaholm</i> | Swedish American |
| Eire— Dublin..... Dublin..... Cork..... | April 24-29 April 31 May 31 | <i>Inishowen Head</i> <i>Irish Poplar</i> <i>Irish Ash</i> | McLean Kennedy Shipping Limited Shipping Limited |
| Egypt— Alexandria..... Port Said..... Suez..... Alexandria..... Port Said..... | April 24-27 May 16-17 May 5-10 | <i>Mentor</i> <i>Agapenor</i> <i>Dan-y-Bryn</i> | Cunard Donaldson Cunard Donaldson McLean Kennedy |
| Finland— Helsinki..... | Apr. 24-May 1 | <i>Tunaholm</i> | Swedish American |
| France— Le Havre..... Le Havre..... Le Havre..... Marseilles..... | Apr. 27-May 5 Apr. 28-May 4 May 6 April 15-20 | <i>Mont Sandra</i> <i>Mortain</i> <i>Kent County</i> <i>Capo Arma</i> | Montreal Shipping Furness Withy Canada Steamships Furness Withy |
| Germany— Bremerhaven..... Hamburg..... Hamburg..... | Apr. 28-May 3 Late April Apr. 27-May 5 | <i>Beaverbrae</i> <i>Beaconsfield</i> <i>A Ship</i> | Canadian Pacific Cunard Donaldson Montreal Shipping |
| Gibraltar..... | Apr. 25-May 8 | <i>Marchport</i> | Montreal Shipping |
| Hong Kong..... | { April 20-30 May 1-4 May 6 | <i>Bayside</i> <i>Priam</i> <i>City of Glasgow</i> | March Shipping Cunard Donaldson McLean Kennedy |
| India— Bombay..... Madras..... Calcutta..... Karachi..... Bombay..... Madras..... Calcutta..... | April 25-30 April 25 May 5 May 5-10 May 20 | <i>Bayside</i> <i>City of Lyons</i> <i>City of Dundee</i> <i>Dan-y-Bryn</i> <i>Catrine</i> | March Shipping McLean Kennedy McLean Kennedy McLean Kennedy McLean Kennedy |
| Italy— West Coast Ports... | { April 15-20 Apr. 25-May 8 | <i>Capo Arma</i> <i>Marchport</i> | Furness Withy Montreal Shipping |
| Malaya— Penang..... Port Swettenham.. | April 24-27 May 16-17 | <i>Mentor</i> <i>Agapenor</i> | Cunard Donaldson Cunard Donaldson |

Departures from Montreal—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|------------------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------|------------------------------------------------------------------------|
| Mediterranean— Central and Western..... | Apr. 25–May 8 | <i>Marchport</i> | Montreal Shipping |
| Netherlands— Amsterdam..... | Apr. 26 | <i>Hedel</i> | Shipping Limited |
| Rotterdam..... | Late April | <i>Beaconsfield</i> | Cunard Donaldson |
| | May 10 | <i>Johan Willen Friso</i> | Shipping Limited |
| | May 12 | <i>Prins Alexander</i> | Shipping Limited |
| | May 18 | <i>Prins Frederik Hendrik</i> | Shipping Limited |
| Rotterdam..... | Apr. 27–May 5 | <i>Mont Sandra</i> | Montreal Shipping |
| Rotterdam..... | May 6 | <i>Kent County</i> | Canada Steamships |
| Rotterdam..... | May 10 | <i>Ravnefjell</i> | Brock Shipping |
| Rotterdam..... | May 30 | <i>Hemsefjell</i> | Brock Shipping |
| Rotterdam..... | June 15 | <i>Svanefjell</i> | Brock Shipping |
| Netherlands East Indies— Batavia..... | Apr. 24–27 May 16–17 | <i>Mentor</i> <i>Agapenor</i> | Cunard Donaldson Cunard Donaldson |
| Cheribon..... | | | |
| Samarang..... | | | |
| Soerabaya..... | | | |
| Netherlands West Indies— Curaçao..... | May 15–20 | <i>Apollo (r)</i> | Saguenay Terminals |
| Newfoundland— St. John's..... | Apr. 17–21 | <i>Leecliffe Hall</i> <i>Wellington Kent</i> | Clarke Steamships Newfoundland Canada |
| St. John's..... | Apr. 24–27 | | |
| Northern Ireland— Belfast..... | Apr. 24–29 | <i>Inishowen Head</i> | McLean Kennedy |
| Norway— Oslo..... | Apr. 24–May 1 May 15 June 4 June 25 | <i>Tunaholm</i> <i>Rutenfjell</i> <i>Ornefjell</i> <i>Carmelfjell</i> | Swedish American Brock Shipping Brock Shipping Brock Shipping |
| Kristiansand..... | | | |
| Stavanger..... | | | |
| Bergen..... | | | |
| Philippines— Manila..... | May 1–4 May 6 | <i>Priam</i> <i>City of Glasgow</i> | Cunard Donaldson McLean Kennedy |
| Manila..... | | | |
| Poland— Gdansk..... | Apr. 24–May 1 | <i>Tunaholm</i> | Swedish American |
| Portugal— Lisbon..... | Apr. 25–May 8 | <i>Marchport</i> | Montreal Shipping |
| Singapore..... | Apr. 24–27 May 16–17 | <i>Mentor</i> <i>Agapenor</i> | Cunard Donaldson Cunard Donaldson |
| Sweden— Gothenburg..... | Apr. 24–May 1 | <i>Tunaholm</i> | Swedish American |
| Malmö..... | | | |
| Norrköping..... | | | |
| Stockholm..... | | | |
| United Kingdom— Avonmouth..... | Apr. 23–30 | <i>Dorelian (r)</i> | Cunard Donaldson |
| Avonmouth..... | Apr. 26–May 1 | <i>Montreal City</i> | Furness Withy |
| Avonmouth..... | May 6–12 | <i>Moveria (r)</i> | Cunard Donaldson |
| Avonmouth..... | May 20–27 | <i>Delitian (r)</i> | Cunard Donaldson |
| Glasgow..... | Apr. 24–30 | <i>Laurentia</i> | Cunard Donaldson |
| Glasgow..... | May 18–25 | <i>Norwegian</i> | Cunard Donaldson |
| Glasgow..... | May 30–June 8 | <i>Laurentia</i> | Cunard Donaldson |
| Hull..... | May 1 | <i>Marengo (r)</i> | McLean Kennedy |
| Liverpool..... | Apr. 24–29 | <i>Inishowen Head</i> | McLean Kennedy |
| Liverpool..... | Apr. 24–30 | <i>Empress of Canada (r)</i> | Canadian Pacific |
| Liverpool..... | Apr. 25–30 | <i>Fort Musquarro</i> | Cunard Donaldson |
| Liverpool..... | May 7 | <i>Inishowen Head</i> | McLean Kennedy |

Departures from Montreal—Concluded

| Destination | Loading Date | Vessel | Operator or Agent |
|------------------------|---------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------|
| United Kingdom— | | | |
| Con. | | | |
| Liverpool..... | May 11 | <i>Beaverford</i> | Canadian Pacific |
| Liverpool..... | May 14-19 | <i>Ascama</i> (r) | Cunard Donaldson |
| Liverpool..... | May 21-28 | <i>Arabia</i> (r) | Cunard Donaldson |
| London..... | April 20-26 | <i>Fort Ticonderoga</i> | Cunard Donaldson |
| London..... | April 25-May 1 | <i>Beaverdell</i> (r) | Canadian Pacific |
| London..... | Apr. 28-May 3 | <i>Beaverbrae</i> (r) | Canadian Pacific |
| London..... | Apr. 29-May 5 | <i>Beaverlake</i> (r) | Canadian Pacific |
| London..... | May 10 | <i>Rarnefjell</i> | Brock Shipping |
| London..... | May 11-19 | <i>Asia</i> (r) | Cunard Donaldson |
| London..... | May 21-28 | <i>Vandalia</i> | Cunard Donaldson |
| Manchester..... | April 19-24 | <i>Manchester Shipper</i> (r) | Furness Withy |
| Manchester..... | Apr. 26-May 1 | <i>Manchester City</i> (r) | Furness Withy |
| Manchester..... | May 3-8 | <i>Manchester Regiment</i> (r) | Furness Withy |
| Uruguay— | | | |
| Montevideo..... | April 30 | <i>Mormacmoon</i> | Montreal Shipping |
| Montevideo..... | May 1-6 | <i>Beacon Grange</i> | Furness Withy |
| Montevideo..... | May 5-10 | <i>John P. Harris</i> | Robert Reford |
| Montevideo..... | May 26 | <i>Mormacsea</i> | Montreal Shipping |
| Venezuela— | | | |
| La Guaira..... | May 15-20 | <i>Apollo</i> (r) | Saguenay Terminals |
| Maracaibo..... | | | |
| West Indies— | | | |
| Bermuda..... | (April 26-30 Apr. 27-May 6 May 11-20) | * <i>Canadian Constructor</i> (r) * <i>Alcoa Patriot</i> (r) * <i>A Ship</i> | Canadian National Alcoa Steamships Alcoa Steamships |
| Antigua..... | April 26-30 Apr. 27-May 6 May 11-20 | * <i>Canadian Constructor</i> (r) * <i>Alcoa Patriot</i> (r) * <i>A Ship</i> | Canadian National Alcoa Steamships Alcoa Steamships |
| Barbados..... | | | |
| Grenada..... | | | |
| St. Kitts..... | | | |
| St. Lucia..... | | | |
| St. Vincent..... | | | |
| Trinidad..... | | | |
| Dominica..... | April 26-30 | * <i>Canadian Constructor</i> (r) | Canadian National |
| Montserrat..... | | | |
| Bahamas..... | April 27-30 | * <i>Canadian Highlander</i> | Canadian National |
| Jamaica..... | | | |
| British Guiana..... | (April 26-30 Apr. 27-May 6 May 11-20) | * <i>Canadian Constructor</i> (r) * <i>Alcoa Patriot</i> (r) * <i>A Ship</i> | Canadian National Alcoa Steamships Alcoa Steamships |

Departures from Halifax

*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|---------------------|--------------|-----------------------|--------------------|
| Argentina— | | | |
| Buenos Aires..... | April 4-9 | <i>Malayan Prince</i> | Furness Withy |
| Brazil— | | | |
| Rio de Janeiro..... | April 4-9 | <i>Malayan Prince</i> | Furness Withy |
| Santos..... | | | |
| China— | | | |
| Shanghai..... | April 20-26 | <i>Riverside</i> | March Shipping |
| Cuba— | | | |
| Santiago..... | May 4-7 | <i>Lake Traverse</i> | Pickford and Black |
| Santiago..... | May 25-28 | <i>Dufferin Bell</i> | Pickford and Black |
| Iceland— | | | |
| Reykjavik..... | April 14-16 | <i>Trollafoss</i> | F. K. Warren |

Departures from Halifax—Concluded

| Destination | Loading Date | Vessel | Operator or Agent |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Malaya— Penang..... Port Swettenham.. | April 16-19 | <i>Trinity Victory</i> | Isthmian Steamships |
| Netherlands— Batavia..... Soerabaya..... | April 16-19 | <i>Trinity Victory</i> | Isthmian Steamships |
| Newfoundland— St. Johns..... St. Johns..... St. Johns..... St. Johns..... St. Johns..... St. Johns..... St. Johns..... St. Johns..... | April 12-15 April 13-17 April 16-19 April 17 April 18-20 April 23-26 April 26-27 Apr. 27-May 1 | <i>Blue Peter II</i> (r) <i>Nova Scotia</i> <i>Fort Townshend</i> <i>North Pioneer</i> <i>Mary Sweeney</i> <i>Fort Amherst</i> <i>Mayhaven</i> <i>Newfoundland</i> | Montreal Shipping Furness Withy Furness Withy Clarke Steamships Furness Withy Furness Withy Furness Withy Furness Withy |
| St. Pierre et Miquelon | April 16-17 | <i>Mayhaven</i> | Shaw Steamships |
| Slam— Bangkok..... | April 16-19 | <i>Trinity Victory</i> | Isthmian Steamships |
| Singapore | April 16-19 | <i>Trinity Victory</i> | Isthmian Steamships |
| United Kingdom— Liverpool..... Liverpool..... Liverpool..... | April 9-14 April 13-17 Apr. 27-May 1 | <i>Ascania</i> (r) <i>Nova Scotia</i> (r) <i>Newfoundland</i> | Cunard Donaldson Furness Withy Furness Withy |
| Uruguay— Montevideo..... | April 4-9 | <i>Malayan Prince</i> | Furness Withy |
| West Indies— Bermuda..... | {April 10-19 April 14-22 | <i>Alcoa Runner</i> <i>*Lady Rodney</i> (r) | Alcoa Steamships Canadian National |
| Antigua..... Barbados..... Grenada..... St. Kitts..... St. Lucia..... St. Vincent..... Trinidad..... | {April 10-19 April 14-22 | <i>Alcoa Runner</i> <i>*Lady Rodney</i> (r) | Alcoa Steamships Canadian National |
| Bahamas..... Jamaica..... | April 8-15 | <i>Canadian Challenger</i> (r) | Canadian National |
| Jamaica..... | {April 12-15 May 4-6 May 25-28 | <i>Dufferin Bell</i> <i>Lake Traverse</i> <i>Dufferin Bell</i> | Pickford and Black Pickford and Black Pickford and Black |
| Dominica..... Montserrat..... | April 14-22 | <i>*Lady Rodney</i> (r) | Canadian National |
| British Guiana..... | {April 10-19 April 14-22 | <i>Alcoa Runner</i> <i>*Lady Rodney</i> (r) | Alcoa Steamships Canadian National |

Departures from Saint John

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|--------------------------------------------------------------------------------------------------|--------------|----------------------|-------------------|
| Africa-East— Lourenço Marques.. | April 13-23 | <i>Kawartha Park</i> | Elder Dempster |
| Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban..... | April 13-23 | <i>Kawartha Park</i> | Elder Dempster |

Departures from Saint John—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|---------------------------------|--------------|--------------------------|---------------------------------|
| Belgium— | | | |
| Antwerp..... | April 8-15 | <i>Mont Sandra</i> | Montreal Shipping |
| Antwerp..... | April 20 | <i>Beaverbrae</i> | Canadian Pacific |
| Ceylon— | | | |
| Colombo..... | April | <i>A Ship</i> | Isthmian Steamships |
| China— | | | |
| Shanghai..... | April 10-15 | <i>City of Rochester</i> | McLean Kennedy |
| Colombia— | | | |
| Barranquilla..... | April 13-18 | <i>Benny (r)</i> | Saguenay Terminals |
| Barranquilla..... | May 1-7 | <i>Shakespeare Park</i> | Saguenay Terminals |
| Dominican Republic— | | | |
| Ciudad Trujillo..... | May 1-7 | <i>Shakespeare Park</i> | Saguenay Terminals |
| Eire— | | | |
| Dublin..... | April 25 | <i>Fanad Head</i> | McLean Kennedy |
| Dublin..... | April 12 | <i>Irish Spruce</i> | Shipping Limited |
| Cork..... | | | |
| France— | | | |
| Le Havre..... | April 8-15 | <i>Mont Sandra</i> | Montreal Shipping |
| Germany— | | | |
| Hamburg..... | April 8-15 | <i>Mont Sandra</i> | Montreal Shipping |
| Bremerhaven..... | April 20 | <i>Beaverbrae</i> | Canadian Pacific |
| Greece— | | | |
| Piraeus..... | April 5-12 | <i>Horizon</i> | Montreal Shipping |
| Patras..... | | | |
| Haiti— | | | |
| Port au Prince..... | May 1-7 | <i>Shakespeare Park</i> | Saguenay Terminals |
| Hong Kong..... | April 10-15 | <i>City of Rochester</i> | McLean Kennedy |
| India and Pakistan— | | | |
| Bombay..... | April | <i>A Ship</i> | Isthmian Steamships |
| Calcutta..... | | | |
| Italy— | | | |
| Venice..... | April 5-12 | <i>Horizon</i> | Montreal Shipping |
| Mediterranean— | | | |
| Central and Western | April 5-12 | <i>Horizon</i> | Montreal Shipping |
| Mexico— | | | |
| Veracruz..... | April 20 | <i>Salen</i> | Federal Commerce and Navigation |
| Tampico..... | | | |
| Progreso..... | | | |
| Netherlands— | | | |
| Rotterdam..... | April 8-15 | <i>Mont Sandra</i> | Montreal Shipping |
| Netherlands West Indies— | | | |
| Curaçao..... | April 13-18 | <i>Benny (r)</i> | Saguenay Terminals |
| New Zealand— | | | |
| Auckland..... | April 9-16 | <i>Ottawa Valley</i> | Montreal Australia |
| Wellington..... | | | |
| Lyttleton..... | | | |
| Dunedin..... | | | |
| Bluff..... | | | |
| Northern Ireland— | | | |
| Belfast..... | April 25 | <i>Fanad Head</i> | McLean Kennedy |

Departures from Saint John—Concluded

| Destination | Loading Date | Vessel | Operator or Agent |
|------------------------|--------------|--------------------------|--------------------|
| Norway— | | | |
| Oslo..... | April 14-15 | <i>Ranensfjord</i> | March Shipping |
| Kristiansand..... | | | |
| Stavanger..... | | | |
| Bergen..... | | | |
| Philippines— | | | |
| Manila..... | April 10-15 | <i>City of Rochester</i> | McLean Kennedy |
| Trieste..... | April 5-12 | <i>Horizon</i> | Montreal Shipping |
| United Kingdom— | | | |
| Avonmouth..... | April 6-13 | <i>Delilian</i> (r) | Cunard Donaldson |
| Avonmouth..... | April 18-25 | <i>Salacia</i> (r) | Cunard Donaldson |
| Glasgow..... | April 6-13 | <i>Delilian</i> (r) | Cunard Donaldson |
| Glasgow..... | April 9-16 | <i>Carmia</i> | Cunard Donaldson |
| Leith..... | April 9-13 | <i>Cairnvalona</i> (r) | Furness Withy |
| Liverpool..... | April 9-15 | <i>Hillcrest Park</i> | Cunard Donaldson |
| Liverpool..... | April 25 | <i>Fanad Head</i> | McLean Kennedy |
| London..... | April 8-15 | <i>Arabia</i> (r) | Cunard Donaldson |
| Newcastle..... | April 9-13 | <i>Cairnvalona</i> (r) | Furness Withy |
| Venezuela— | | | |
| La Guaira..... | April 13-18 | <i>Benny</i> (r) | Saguenay Terminals |
| Maracaibo..... | | | |
| La Guaira..... | May 1-7 | <i>Shakespeare Park</i> | Saguenay Terminals |
| Puerto Cabello..... | | | |

Departures from Vancouver

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

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|-----------------------|---------------|-------------------------|------------------------|
| Africa-East— | | | |
| Lourenço Marques..... | May 3 | <i>Silverstreak</i> | Dingwall Cotts |
| Beira..... | June 8 | <i>Utrecht</i> | Dingwall Cotts |
| Africa-South— | | | |
| Cape Town..... | Apr. 24-May 9 | <i>Lake Minnewanka</i> | North Pacific Shipping |
| Port Elizabeth..... | | | |
| East London..... | | | |
| Durban..... | | | |
| Argentina— | | | |
| Buenos Aires..... | April 15 | <i>George R. Holmes</i> | Balfour Guthrie |
| Buenos Aires..... | April 20 | <i>Hindanger</i> | Empire Shipping |
| Australia— | | | |
| Melbourne..... | April 30 | <i>Waitemata</i> | Canadian Australasian |
| Sydney..... | | | |
| Sydney..... | May 3 | <i>Barranduna</i> | Empire Shipping |
| Melbourne..... | | | |
| Adelaide..... | | | |
| Belgium— | | | |
| Antwerp..... | April 20 | <i>Paraguay</i> (r) | Gardner Johnson |
| Antwerp..... | Late April | <i>Pont l'Éveque</i> | Empire Shipping |
| Antwerp..... | May 10 | <i>La Plata</i> (r) | Gardner Johnson |

Departures from Vancouver—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|----------------------------|----------------|--------------------------|--------------------|
| Burma— | | | |
| Rangoon..... | April 23-24 | <i>Oregon Mail</i> | American Mail Line |
| Rangoon..... | May 5 | <i>Manx Sailor</i> | Dingwall Cotts |
| Canal Zone— | | | |
| Balboa..... | April 20 | <i>Coastal Nomad (r)</i> | Gardner Johnson |
| Balboa..... | May 4 | <i>Santa Adela (r)</i> | Gardner Johnson |
| Ceylon— | | | |
| Colombo..... | April 23-24 | <i>Oregon Mail (r)</i> | American Mail Line |
| Colombo..... | April 20 | <i>Manx Fisher</i> | Dingwall Cotts |
| Colombo..... | May 10 | <i>Rotti</i> | Dingwall Cotts |
| Chile— | | | |
| Arica..... | May 4 | <i>Santa Adela (r)</i> | Gardner Johnson |
| Antofagasta..... | | | |
| Valparaiso..... | | | |
| Valparaiso..... | April 20 | <i>Hindanger</i> | Empire Shipping |
| China— | | | |
| Shanghai..... | Apr. 27-May 12 | <i>Lake Cowichan</i> | Anglo Canadian |
| Shanghai..... | April | <i>A Ship</i> | Gardner Johnson |
| Shanghai..... | April 22 | <i>Vilja</i> | Empire Shipping |
| Taku Bar..... | May 14 | <i>Vingnes</i> | Empire Shipping |
| Colombia— | | | |
| Buenaventura..... | May 4 | <i>Santa Adela (r)</i> | Gardner Johnson |
| Barranquilla..... | Mid-May | <i>Don Anselmo</i> | Empire Shipping |
| Costa Rica— | | | |
| Puntarenas..... | April 20 | <i>Coastal Nomad (r)</i> | Gardner Johnson |
| Ecuador— | | | |
| Guayaquil..... | May 4 | <i>Santa Adela (r)</i> | Gardner Johnson |
| France— | | | |
| Le Havre..... | Late April | <i>Pont l'Eveque</i> | Empire Shipping |
| Greece— | | | |
| Piraeus..... | April 22 | <i>Sorol</i> | Empire Shipping |
| Honduras— | | | |
| Amapala..... | April 20 | <i>Coastal Nomad (r)</i> | Gardner Johnson |
| | April | <i>A Ship</i> | Gardner Johnson |
| | April 13-14 | <i>Canada Mail</i> | American Mail Line |
| | April 14 | <i>Francisville</i> | Balfour Guthrie |
| | April 22 | <i>Vilja</i> | Empire Shipping |
| | May 14 | <i>Vingnes</i> | Empire Shipping |
| | May 14 | <i>Bougainville</i> | Balfour Guthrie |
| | June 14 | <i>Roseville</i> | Balfour Guthrie |
| Hong Kong..... | | | |
| India and Pakistan— | | | |
| Bombay..... | May 10 | <i>Rotti</i> | Dingwall Cotts |
| Karachi..... | | | |
| Madras..... | April 23-24 | <i>Oregon Mail (r)</i> | American Mail Line |
| Calcutta..... | May 5 | <i>Manx Sailor</i> | Dingwall Cotts |
| Bombay..... | April 20 | <i>Manx Fisher</i> | Dingwall Cotts |
| Calcutta..... | | | |
| Italy— | | | |
| Genoa..... | April 22 | <i>Sorol</i> | Empire Shipping |
| Naples..... | | | |
| Japan— | | | |
| Yokohama..... | April 13-14 | <i>Canada Mail</i> | American Mail Line |
| Yokohama..... | April 23-24 | <i>Oregon Mail (r)</i> | American Mail Line |
| Malaya— | | | |
| Penang..... | April 14 | <i>Francisville</i> | Balfour Guthrie |
| Port Swettenham..... | April 20 | <i>Manx Fisher</i> | Dingwall Cotts |
| | April 23-24 | <i>Oregon Mail (r)</i> | American Mail Line |
| | May 14 | <i>Bougainville</i> | Balfour Guthrie |
| | June 14 | <i>Roseville</i> | Balfour Guthrie |

Departures from Vancouver—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| Mexico— Manzanillo..... Acapulco..... | April 20 | <i>Coastal Nomad</i> (r) | Gardner Johnson |
| Morocco— Casablanca..... | April 22 | <i>Sorol</i> | Empire Shipping |
| Netherlands— Rotterdam..... | Late April | <i>Pont l'Eveque</i> | Empire Shipping |
| Netherlands-East Indies— Batavia..... Soerabaya..... | { April 14 April 23-24 May 5 May 10 May 14 June 14 | <i>Francisville</i> <i>Oregon Mail</i> (r) <i>Manx Sailor</i> <i>Rotti</i> <i>Bougainville</i> <i>Roseville</i> | Balfour Guthrie American Mail Line Dingwall Cotts Dingwall Cotts Balfour Guthrie Balfour Guthrie |
| Netherlands West Indies— Curaçao..... | April 15 | <i>George R. Holmes</i> | Balfour Guthrie |
| New Zealand— Auckland..... Wellington..... | April 30 | <i>Waitemata</i> | Canadian Australasian |
| Palestine— Haifa..... | April 22 | <i>Sorol</i> | Empire Shipping |
| Peru— Callao..... Mollendo..... Lobitos..... Talara..... Ilo..... | May 4 | <i>Santa Adela</i> (r) | Gardner Johnson |
| Philippines— Manila..... Iloilo..... Cebu..... | { April 14 May 5 May 14 June 14 | <i>Francisville</i> <i>Manx Sailor</i> <i>Bougainville</i> <i>Roseville</i> | Balfour Guthrie Dingwall Cotts Balfour Guthrie Balfour Guthrie |
| Manila..... Manila..... Manila..... Manila..... Manila..... | April April 22 April 23-24 May 10 May 14 | <i>A Ship</i> <i>Vilja</i> <i>Oregon Mail</i> (r) <i>Rotti</i> <i>Vingnes</i> | Gardner Johnson Empire Shipping American Mail Line Dingwall Cotts Empire Shipping |
| Manila..... Cebu..... | { April 13-14 April 20 | <i>Canada Mail</i> <i>Manx Fisher</i> | American Mail Line Dingwall Cotts |
| Salvador— La Union..... La Libertad..... | Mid-May | <i>Don Anselmo</i> | Empire Shipping |
| Singapore..... | { April 14 April 20 April 23-24 May 10 May 14 June 14 | <i>Francisville</i> <i>Manx Fisher</i> <i>Oregon Mail</i> (r) <i>Rotti</i> <i>Bougainville</i> <i>Roseville</i> | Balfour Guthrie Dingwall Cotts American Mail Line Dingwall Cotts Balfour Guthrie Balfour Guthrie |
| Society Islands— Papeete..... | April 30 | <i>Waitemata</i> | Canadian Australasian |
| Sweden— Gothenburg..... Helsingborg..... Malmo..... Stockholm..... | { April 20 May 10 | <i>Paraguay</i> (r) <i>La Plata</i> (r) | Gardner Johnson Gardner Johnson |
| Tonga— Nukualofa..... | April 30 | <i>Waitemata</i> | Canadian Australasian |

Departures from Vancouver—Concluded

| Destination | Loading Date | Vessel | Operator or Agent |
|------------------------|---------------|---------------------------|-------------------|
| United Kingdom— | | | |
| Liverpool..... | Mid-April | <i>Pacific Exporter</i> | Furness Pacific |
| Manchester..... | Mid-April | <i>Pacific Stronghold</i> | Furness Pacific |
| | Late May | <i>Pacific Importer</i> | Furness Pacific |
| London..... | April 12 | <i>Lake Kootenay</i> | Empire Shipping |
| London..... | April 20 | <i>Paraguay (r)</i> | Gardner Johnson |
| London..... | Apr. 24-May 9 | <i>Lake Sicamous</i> | Anglo Canadian |
| London..... | May | <i>Corrientes</i> | Balfour Guthrie |
| London..... | May 10 | <i>La Plata (r)</i> | Gardner Johnson |
| London..... | June | <i>Parthenia</i> | Balfour Guthrie |
| Venezuela— | | | |
| Puerto Cabello..... | Mid-May | <i>Don Anselmo</i> | Empire Shipping |
| Laguaira..... | | | |
| Maracaibo..... | | | |

Quality of Copal Being Standardized By Belgian Congo And Market Stabilized

Used in the manufacture of varnish and lacquer, copal is solidified resin of certain trees—Exports increased from 11,111 metric tons valued at 20,019,000 francs in 1939 to 19,693 metric tons valued at 156,429,000 francs in 1946—United Kingdom and United States are principal markets.

By L. H. Ausman, Canadian Government Trade Commissioner

LEOPOLDVILLE, March 12, 1948.—New legislation has been adopted to standardize the quality of and to stabilize the market for Congo copal. In future, pieces of copal will be classified according to size. The export of culls, which includes pieces with more than five per cent foreign matter, will be prohibited.

Copal, the solidified resin of certain trees, is found in the Belgian Congo by the sides of lakes and rivers or in the periodically inundated marshy forests. When the copal tree dies, toppled by the wind or by the erosive action of the water, its roots continue to produce resinous sap. This sap forms a crown which gradually solidifies and then crumbles. In the dry season, natives go into the marshy areas to probe for pieces of copal with long sticks.

The production of copal in the Belgian Congo has increased during the past few years, as the following export figures (almost the entire production) indicate:

| Exports of Copal from Belgian Congo | | |
|-------------------------------------|-------------|-------------|
| | Metric Tons | Francs |
| 1939 | 11,111 | 20,019,000 |
| 1940 | 11,015 | 27,925,000 |
| 1941 | 14,394 | 59,408,000 |
| 1942 | 15,536 | 79,727,000 |
| 1943 | 17,349 | 90,624,000 |
| 1944 | 16,079 | 84,022,000 |
| 1945 | 13,810 | 72,303,000 |
| 1946 | 19,693 | 156,429,000 |

The United Kingdom and the United States are the principal purchasers, though it is quite likely that some of the copal credited to those countries is re-exported to others, including Canada. Canadian imports of Congo copal in 1946 amounted to 1,567 cwts. valued at \$22,099 as compared with a similar quantity in 1944 and 5,439 cwts. in 1945.

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.

Buenos Aires—W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

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.

Sydney—Dr. W. C. HOPPER, Commercial Secretary for Canada (Agricultural Specialist), City Mutual Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

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 American 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.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.

Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—B. J. BAGHAND, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.

Cable address, *Canadian Frankfurt/Main*.

Greece

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

Territory includes Turkey.

Guatemala

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

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

Hong Kong

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

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

India

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

Territory includes Burma and Ceylon.

Ireland

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

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

Italy

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

Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

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.

Foreign Trade Service Abroad—Concluded

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—J. C. BRITTON, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660. Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plads 5. Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Acting Canadian Government Trade Commissioner. Address for letters: Post Office Box 531. Territory includes Afghanistan.

Peru

Lima—C. J. VAN TICHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212. Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103. Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845. Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

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, *Sleighting, London*.

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

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

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1. Cable address, *Cantracom, London*.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1. Cable address, *Timcom, 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.

Washington—G. R. PATERSON, Agricultural 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*.

Chicago—EDMOND TURCOTTE, Consul-General for Canada, Suite 800, Chicago Daily Nws Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes. Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

| Country | Monetary Unit | | Nominal Quotations Mar. 30 | Nominal Quotations Apr. 5 |
|-------------------------------------------|---------------|--------------|----------------------------|---------------------------|
| Argentina..... | Peso | Off. | -2977 | -2977 |
| | | Free | -2495 | -2495 |
| Australia..... | Pound | ..... | 3-2240 | 3-2240 |
| Belgium and Belgian Congo..... | Franc | ..... | -0228 | -0228 |
| Bolivia..... | Boliviano | ..... | -0238 | -0238 |
| British West Indies (except Jamaica)..... | Dollar | ..... | -8396 | -8396 |
| Brazil..... | Cruzeiro | ..... | -0544 | -0544 |
| Chile..... | Peso | Off. | -0517 | -0517 |
| | | Export | -0322 | -0322 |
| Colombia..... | Peso | ..... | -5714 | -5714 |
| Cuba..... | Peso | ..... | 1-0000 | 1-0000 |
| Czechoslovakia..... | Koruna | ..... | -0200 | -0200 |
| Denmark..... | Krone | ..... | -2083 | -2083 |
| Ecuador..... | Sucre | ..... | -0740 | -0740 |
| Egypt..... | Pound | ..... | 4-1330 | 4-1330 |
| Eire..... | Pound | ..... | 4-0300 | 4-0300 |
| Fiji..... | Pound | ..... | 3-6306 | 3-6306 |
| Finland..... | Markka | ..... | -0073 | -0073 |
| France and French North Africa..... | Franc | ..... | -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 |
| Malaya..... | 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..... | Lira | ..... | -3571 | -3571 |
| 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 |