

# FOREIGN TRADE

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**COVER SUBJECT**—South African sheep, on the outskirts of Johannesburg, produce the most important export commodity of agricultural origin in the Union. The entire wool clip for 1946-47, amounting to 660,000 bales, was sold by agreement with the United Kingdom, Australia and New Zealand. Opening auction prices for the 1947-48 season indicate a healthy overseas demand, according to a report from the Commercial Secretary for Canada in Cape Town, which appears in this issue of *Foreign Trade*.

*Photo by South African Railways.*

# Italy Offers Possible Long-Term Market For Canadian Lumber

*Supplies formerly obtained from Central Europe and the Balkans, in which production has decreased since the war—Import requirements of pulpwood, set forth by Committee of European Economic Co-ordination, increasing.*

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

(Editor's Note—This is the last in a series of three articles pertaining to Italian requirements under the European Recovery Program, prepared for *Foreign Trade*. The first two appeared in the April 10th and April 17th issues.)

ROME, February 21, 1948.—Mediterranean countries present a possible long-term market for Canadian lumber, as they have depended largely in the past on supplies from the Balkans and Central Europe, areas that now show a trend towards lower production. There is little possibility of competition from Scandinavian countries, as they have never held an advantage over North American sources, freight rates being equalized by the greater distances.

Italy is an important factor in the world lumber position. It is noted in a table prepared by the Committee of European Economic Co-ordination (CEEC) that import requirements show an upward trend that does not reach an apex during the period of the European Recovery Program. It may be expected, therefore, that imports will continue to rise almost indefinitely.

Estimates of pulpwood imports, as set forth in the table below, may be considered symptomatic of a desire rather than a realistic appraisal of the situation, since all countries are more inclined to conserve their raw materials and to export them in a more highly fabricated form. It does not seem likely that Italy will be able to obtain anything like its estimated requirements of pulpwood from presently available sources. However, if pulpwood is not available, woodpulp will have to be imported in proportionate amounts if the program of development that is now envisaged is to be realized. This, in itself, would provide an important outlet.

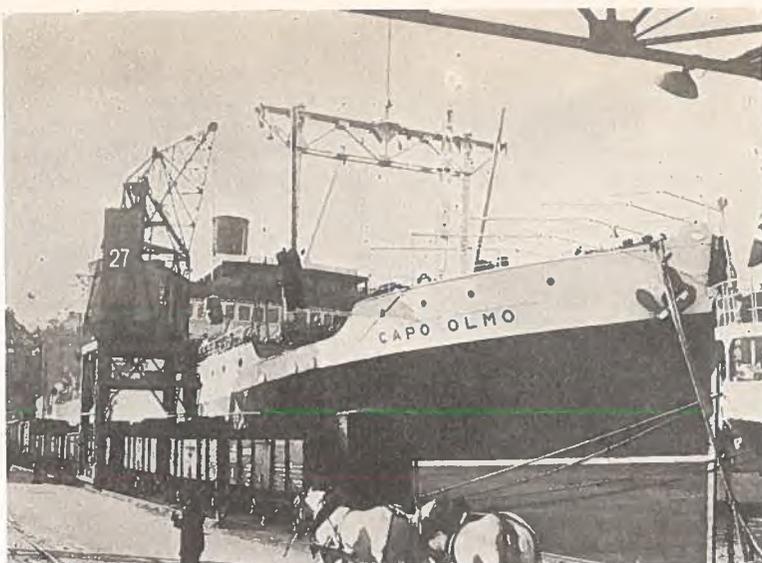
Canada might well expect to obtain 25 per cent of the import lumber quota, which would amount to just under 80,000 standards (160,000 m.b.f.) in 1948, rising to just over 100,000 standards (200,000 m.b.f.) in 1951. The Italian market is worth developing, and every effort should be made to furnish supplies as soon as the European Recovery Program has been approved.

## Italian Requirements of Sawn Softwood Lumber

	Prewar	1948	1949	1950	1951
	(Thousand standards)				
Production .....	147	103	74	67	59
Imports .....	312	353	387	407	410
Consumption .....	459	456	461	474	469

## Italian Requirements of Pulpwood

	Prewar	1948	1949	1950	1951
	(Thousand standards)				
Production .....	20	10	10	5	5
Imports .....	50	595	595	600	600
Consumption .....	70	605	605	605	605



**Italy—Canadian logs being unloaded in Genoa. Italian import requirements of sawn softwood lumber this year are estimated at 353,000 standards, and of pulpwood at 595,000 standards.**

#### **Canada Can Fill Much of ERP Lumber Needs**

Canada is in a position to fill a substantial part of the ERP requirements for lumber. Apart from wheat and fish, the United States can supply a major part of Europe's requirements for commodities. She is a large exporter of forest products, however, but is not self-supporting. If, therefore, the reconstruction needs of Europe are to be filled according to plan, supplies must be obtained from countries other than the United States.

Europe's requirements of forest products are massive, and include lumber, pulpwood, woodpulp, plywood, veneers, railway ties and wallboard. Those of Italy, however, may be simplified. She is self-sufficient in the production of plywood and veneers, though some logs for unrolling would be required. Despite a large rayon and paper industry, the increasing use of substitute fibres and compensation agreements with other European countries have reduced her needs for supplies from abroad. Projected increases in the production of rayon and staple fibre would, however, necessitate the importation of more pulpwood. The domestic production of lumber is bound to decline during the next few years, due to the depletion of Italy's forests, and her import requirements will be correspondingly higher.

#### **Lumber Requirements of Europe Are Rising**

It is estimated by CEEC that the softwood lumber requirements of Europe will increase from 7,744,000 standards in 1948 to 8,110,000 standards in 1951. During the same period, the production of participating countries is expected to rise from 4,666,000 standards to 4,809,000 standards, leaving a deficit to be covered by non-participating countries of 2,911,000 standards in 1948 and 3,301,000 standards in 1951.

Central Europe and the Balkan States, the United States and Canada are the principal sources of supply among the non-participating countries. The resources of Central Europe have been substantially depleted during

the war, and the self-sufficiency campaign of the Balkan countries is expected to lower somewhat their exports from prewar levels. Finally, the United States is not expected to supply more than 25 per cent of the forest products required from non-participating countries. Assuming that 50 per cent of the requirements are filled by the Central European and Balkan countries, and 25 per cent by the United States, there remains 25 per cent to be provided from other sources, principally Canada.

## Malayan Pineapple Production Far Short of Prewar Volume

*Output of canned product in 1947 totalled 115,000 cases as against prewar average for 1937-39 of 2,500,000 cases—Recovery period estimated at three years — Plans call for improvements in cultivation and packing methods.*

By Paul Sykes, Canadian Government Trade Commissioner

SINGAPORE, February 24, 1948.—On account of a shortage of supplies of raw materials and inadequate canning equipment, postwar production of canned pineapples in Malaya has been limited and the product has been of inferior quality.

Total output in 1947 was 115,000 cases as against a negligible quantity in 1946. It is estimated that production in 1948 may reach 200,000 cases, with possible increases to 400,000 cases, 1,000,000 cases and 2,000,000 cases in 1949, 1950 and 1951 respectively. The prewar average, covering the period 1937-39, was 2,500,000 cases. Exports are still controlled by the Food Ministry in London, and in 1947 went principally to the United Kingdom, Eire, and a number of Middle East markets.

### Rehabilitation Period Estimated at Three Years

The most recent estimate of the course of the industry's revival indicates that it will be another three years before production and exports can be expected to reach prewar figures. The industry suffered severely during the period of Japanese occupation, when plantations were completely neglected and in many instances reverted to secondary jungle. Their rehabilitation or the laying out and development of new producing areas is bound to be a fairly lengthy process. In addition, most of the canning factories were damaged or destroyed and a great deal of the machinery in them has had to be replaced.

The plans being worked out by the industry and government experts for the revival of the pineapple industry call not only for various improvements in plantation lay-out, cultivation and the production of improved types, but also for the modernization of canning factories in order to ensure high and uniform quality. The universal use of tins conforming to international standards and of export packages which also conform to accepted modern practice has also been agreed upon. Given time, therefore, continued assistance from the government and other sources of technical information and an improved degree of co-operation within the industry itself, Malayan pineapple will once more take its place on the foodstuffs markets of the world in a pack and quality far superior to the highest standards attained in prewar years.

# Eire Restricts Imports Following Large Purchases by Merchants

*Vigorous buying to replenish stocks during period of moderated exchange policy in 1947—Steps taken late in year to offset dollar deficiency—Only limited exports of interest to Canadian importers.*

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

(Editor's Note—This is the last in a series of three articles on economic conditions in Eire in the past year, prepared for *Foreign Trade*. The first two appeared in the April 10th and April 17th issues.)

**D**UBLIN, February 20, 1948.—Except in cases of cereals, fuel, timber and oils, bought at or near to government level, merchants had been buying vigorously to replenish bare shelves with little or no co-ordination between them. The supply controls kept certain lines within import quotas, and foreign exchange controls operated to limit dollar expenditures. For a while in 1947, however, the exchange policy was moderated, and by the time the full implications of Britain's dollar crisis were realized, hard-currency commitments must have reached high figures. About the middle of the year, congestion at the wharves made it abundantly clear that very large imports from earlier commercial orders were arriving. This congestion was still in evidence in the last quarter when the Harbour Authorities increased their storage rates in an endeavour to clear the wharves. Current reports indicate that many traders are overstocked, especially with textile lines. During the year the balance sheets of leading retail firms have shown profits much in excess of former years, but the year ended in apparent hesitancy towards buying, until the trade can digest the spate of goods on hand.

At the same time, Eire manufacturers of apparel and footwear particularly complained they were suffering from competition of goods imported from abroad entering Eire free of duty under certain measures suspending customs duties, and would have to reduce their number of employeés. Some piecemeal concessions were made for their benefit, notably the imposition of higher duties on hats, reductions of certain import quotas, and finally, re-imposition of certain suspended customs duties which took place in January, 1948.

## Measures Taken to Offset Dollar Deficiency

Steps taken late in the year to offset the dollar deficiency in Eire's position included: still stricter reservation of dollars and other scarce currencies to the purchase of goods of prime necessity; restriction of foreign travel funds; search for supplies from the sterling area to replace dollar sources; and an agreement with the United Kingdom providing higher prices for Eire agricultural products, aimed to increase production and to assist the United Kingdom in getting more food to replace dollar imports. Finally, Eire undertook to limit her dollar expenditure from the sterling area pool for the nine months ending June 30, 1948, to the dollar equivalent of £14 million, reducible to the extent she might obtain non-dollar wheat, but plus Eire's dollar income.

Eire's production of goods, except alcoholic beverages, of interest to Canada as an importer is on a limited scale, scarcely capable of supplying domestic needs. The most ancient industries capable of exporting are brewing and distilling. But world shortage of grain prevents expansion of

their output, and export quotas have been set on whisky. Liquor imports to Canada are restricted by Canadian laws to the provincial liquor control boards. The building up of a good market for Irish alcoholic beverages was affected by the prohibition of liquor advertising.

The industries making Irish homespuns, Donegal tweeds, carpets, etc., are generally small of the cottage type, though some are being encouraged to enter the export field through a central organization. The manufacture of linen in Eire is very small with no capacity for export, whereas the linen industry in Northern Ireland is a major exporter and one of the leading dollar-producing industries of the United Kingdom.

Those Eire industries which sprang up under tariff protection of recent years were established primarily to cater to domestic needs and offset migration to Great Britain. They are users of imported raw materials whose operations are limited in scope. Examples of their disabilities affecting export potential are numerous. For instance, homespuns woven in Donegal are sent by rail, 120 miles to Dublin for finishing, then returned to Donegal for sale to tourists, or for export. There is no establishment nearer for finishing than Dublin. The famous carpet weighing 1½ tons, woven in one piece, for the Houses of Parliament, Cape Town, South Africa, was likewise made in Donegal, but had to be exported to England for finishing. There is no establishment in Eire capable of handling it, or even much smaller carpets. It is interesting to note, however, that this carpet was a repeat order to replace one that had lasted 27 years.

#### **Specialty Wines Purchased from Eire by Canada**

Canada's imports from Eire as shown by Canadian trade statistics were valued at \$72,415 during the eleven months ended November 30, 1947. The principal items were: wines, \$11,111, chiefly specialties enjoying a wide market abroad for use by distillers and blenders; whisky, \$1,271; four horses, \$8,585; wool, washed and scoured, \$5,018; woven fabrics of wool, \$909; tobacco pipes, \$1,374; articles for Imperial army and navy, \$27,970; cigarette machinery, \$12,242; antiquities, \$245; and bequests, \$1,050.

It may be assumed that the cigarette machinery was an isolated transfer of plant between affiliated tobacco firms in Eire and Canada, as there is no manufacturer of such precision machinery in Eire.

Canadian Department of Agriculture officials interested in buying horses in Eire were unable to obtain the types of animals desired.

#### **Tea, Flour and Sugar Subsidies Provided in Supplementary Budget**

The regular budget for 1947-48 envisaged revenue of £61,131,500 against expenditure of £61,119,000. A supplementary budget in October, providing chiefly subsidies for flour, tea and sugar of £5,765,000, to be met by additional liquor, tobacco and entertainment duties and from an estimated surplus of £1,000,000 on the main budget, forecast total revenue of £66,901,000, and expenditure of £66,884,000. Income tax for next year, commencing April 5, 1948, is raised by sixpence in the £1 from 6s. 6d. to 7s. Revenues continue buoyant and permit needed extension of social services.

In the year, 2,629 licences were granted for building work valued at £14,849,500, including housing construction licences totalling 1,431, valued at £7,668,000. Industrial building, totalling 249 licences and valued at £1,853,400, allowed new factory construction to replace out-of-date premises, and to house new industries. Dwellinghouse construction was chiefly by speculative builders of semi-luxury (in price) houses, selling at inflated prices. Next year, such licences will be chiefly restricted to small houses eligible for subsidy.



**Eire—Air photograph of Dublin, with the location of the office of the Commercial Secretary for Canada indicated by a white circle. Following large purchases by merchants last year, it was necessary for Eire to take steps to offset the dollar deficiency.**

Eire has a small, successful mercantile marine, operated by a state-owned corporation. Seven ships now operate to Baltic, Mediterranean and North American ports.

#### **Sugar Cane Production in Belgian Congo Increased**

Leopoldville, March 31, 1948.—(FTS)—Although the cultivation of sugar cane in the Belgian Congo was suggested to King Leopold II as long ago as 1899, it was not until 1923 that the first trials were made which resulted in the formation of the Compagnie Sucrière Congolaise in 1925. Some years before, however, a nursery was established in the Lower Congo area between Leopoldville and Matadi and, as a result of the studies there, enough cuttings were available to plant 27 hectares. For several years, the cane produced was converted into cuttings for further planting and by 1930 the fields covered 1,000 hectares and the company began to extract sugar.

At the end of 1946 the sugar cane plantations covered an area of 2,623 hectares and produced about 13,300 metric tons of sugar. As this is considerably in excess of local consumption, more than 7,000 tons were exported in 1946.

# United Kingdom Import Programs for First Half of Year Greatly Altered

*Aimed at reducing all dollar purchases to absolute minimum and effecting greatest possible diversion of purchases to other sources of supply—Programs for Western Hemisphere no more than sufficient to maintain nation in health and working efficiency.*

By A. E. Bryan, Commercial Counsellor for Canada

(Editor's Note—This is the second in a series of four articles on economic conditions in the United Kingdom, prepared for *Foreign Trade*. The first appeared in the April 17th issue.)

**L**ONDON, March 11, 1948.—Aimed at reducing all dollar purchases to the absolute minimum and effecting the greatest possible diversion of purchases to other sources of supply, the United Kingdom import programs for the first half of 1948 have been drastically altered. Programs for the Western Hemisphere are no more than sufficient to maintain the nation in health and working efficiency. Imports of food for the first half of 1948 are at about the same annual rate as those of 1947, but at only three-quarters of the 1938 rate of import.

The alterations in sources of supply proposed in a White Paper issued by the United Kingdom Government will, moreover, entail some loss of the nutritional value of food imports.

Contemplated raw material imports are, in most cases, the minimum required to maintain a high level of employment. Softwood supplies have been reduced to a point which severely affects the building program, and steel imports are much below the desired level. Apart from this, the general level is insufficient to allow any large rise in production in many industries. Above all, these import programs inevitably make no allowance for the general increase in stocks of materials, which is a prerequisite of a smooth and rising rate of production per capita.

Great Britain's estimated import requirements for the first six months of the current calendar year, obtainable from the Western Hemisphere, the sterling area and other countries, compared with the value of her imports in 1946 and 1947, are as follows:

## Estimated Import Requirements

			(£ million at current f.o.b. prices)			
			Total	Western Hemisphere		
	1947	1948		January-June, 1948	area	Other countries
Food and feeding-stuffs .....	546	750	390	123	179	88
Raw materials .....	347	544	280	91	113	76
Petroleum (civil) .....	60	75	47	27	12	8
Manufactures and other imports*	139	205	75	26	9	40
<b>Total .....</b>	<b>1,092</b>	<b>1,574</b>	<b>792</b>	<b>267</b>	<b>313</b>	<b>212</b>

\*Including tobacco, of which purchases in the first half-year are negligible.

## Main Features of Gold and Dollar Reserve Problem Recapitulated

Recapitulating the main features of the gold and dollar problem, the White Paper states that at the beginning of 1948 these reserves were about £680 million, excluding the balance of the Canadian loan over and above agreed drawings to the end of March, but including the whole of the South African gold loan. Drawings for the first half of 1948 are estimated at £222 million. This would leave reserves at the middle of



**Great Britain—Docks at Cardiff, South Wales, through which flows a large proportion of the imports required by the United Kingdom.**

the year of, say, £450 million. If the drain in the second half of 1948 was again of the order of £225 million, half of this remaining amount would be gone by the end of the year and the remainder would be exhausted during 1949.

#### **United States Aid Essential to Government Plans**

The government points out, however, that such a situation could not be allowed to develop. If it became clear that aid under the European Recovery Program might not be forthcoming, further heavy cuts in imports from the Western Hemisphere would be made. Such cuts would then have to be applied to raw materials from dollar sources. Already the greatest practicable amount is being bought from non-dollar sources. The consequence to industry of such an expedient would be very grave. Dislocation would be widespread and it would be impossible to avoid large-scale unemployment. The drastic curtailment of capital development plans would be inescapable. It would probably be necessary to export machinery and equipment without regard to the contribution it could make to economic recovery later on.

Such further reductions would be most damaging in their social and economic effects and would diminish greatly the support which the United Kingdom could give to European reconstruction. Far from aiding the recovery of Europe, the United Kingdom would, without aid from the United States, be forced to take measures which might seriously retard it. It would be necessary to restrict imports of less essential commodities; to divert exports of coal, steel and other key materials to countries outside Europe, where they would contribute more to immediate necessities; and to refuse in any circumstances to grant credits, even where in the long run they might help. Such cuts will not, therefore, be made until they are shown to be absolutely unavoidable.

### **Broad Policy of External Trade Recovery Must be Two-fold**

The conclusion is reached that the broad policy of external trade recovery must be two-fold. First, rapid progress must be made towards an overall balance of payments; and, second, a satisfactory means of paying Western Hemisphere countries for requisite imports must be worked out as quickly as possible. The government have already set in motion the following steps towards these objectives:

(1) The raising of the level of exports.

(2) The saving of imports by increased supplies from home sources. The most vital aspect of this is the large-scale plan started last autumn to develop home agriculture. Other import-saving projects are being pushed ahead wherever they are economically justified.

(3) The expansion of production and sales of those goods and services which can be sold in the United States, Canada or the Argentine, and other hard-currency markets, even at the expense of exports to some of the countries from which needs are less urgent.

(4) The creation of new sources of supply of imports in countries in which payment can more easily be made. Large-scale concerted plans to this end have been embarked upon in British Commonwealth countries and colonial territories.

(5) The other sterling area countries are being invited to exercise similar measures of economy in the use of dollars and to stimulate exports to dollar-earning destinations.

(6) Finally it is the government's aim, in collaboration with other countries, to restore a condition of world trade in which British exports can be expanded without undue restrictions and in which it is again possible to convert the earnings of exports to customary markets into the means of paying customary sources of supply.

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### **Export Permits Not Required for Waste Paper Shipments**

Effective April 13, 1948, export permits are no longer required for shipments of waste paper. It was felt that this control could not be continued indefinitely and, inasmuch as this is the season for increasing collections of waste paper, its removal could most appropriately be made during the period.

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### **Silver Fox Featured at London Fur Auction Sale**

London, March 19, 1948.—(FTS)—During the last few days the Hudson Bay Company's fur auctions have been in progress and a collection of silver fox, consisting of 18,741 skins, comprising consignments from Canada, Norway and Sweden, have been sold. Demand was strongest for the half silvery, three-quarter silvery and the darker type of full silvery fox, which tendency, it is interesting to note, has been very marked throughout the whole season.

About 60 per cent of the Canadian skins were sold at an advance in price of 17½ per cent compared with the January sale, but, although there was considerable interest in the Norwegian and Swedish skins, shippers' ideas of price were in excess of what the market was prepared to pay and only a small percentage was sold.

The collection of platina foxes was slightly below average, but nevertheless prices remained firm compared with the January sale, demand being concentrated on the medium and better grades.

# Joint Bizonal Agencies Merged In Effort to Expand Exports

*Fusion designed to facilitate development of Bizonal Area into a self-sustaining economic unit — Bipartite Board appointed to assist Joint Export-Import Agency—Transfer of responsibilities of agency to German administration anticipated.*

By D. W. Jackson, Canadian Economic Representative

**F**RANKFURT, January 30, 1948.—Terms of a charter for the Joint Export-Import Agency and its fiscal instrument, the Joint Foreign Exchange Agency, under which both organizations are to be merged and given complete autonomy in a vast program for maximizing exports from the Combined (U.S./U.K.) Area, have been announced by British and United States Military Governments.

The charter, which was drawn up in compliance with the Revised Bizonal Fusion Agreement, concluded by the United States and British Governments in Washington on December 17, 1947, invests the Joint Export-Import Agency with increased responsibilities and authority in the promotion of industrial production for export from the fused British and United States zones of occupation.

## **Economic Development to be Facilitated**

The new charter was designed to facilitate the development of the Bizonal Area into a self-sustaining economic unit which can be maintained without further financial assistance from the United States or British treasuries.

Imports valued at approximately \$1,360,000,000 were brought into the Combined (U.S./U.K.) Area of Germany by the British and United States Governments during the 28-month period (August, 1945, to November, 1947). Of this amount, 77 per cent, or \$1,035,000,000, was accounted for by food, which was financed out of appropriated funds provided in equal shares by the British and United States taxpayers. Approximately 93 per cent of the 1947 outlay (\$633,000,000) was spent on food, fertilizer, seed, petroleum oil lubricants (POL), a considerable number of other commodities, such as hospital supplies and preventive medicines, and other non-commercial items.

In addition, the proceeds of export sales were placed at the disposal of the Joint Export-Import Agency for the purchase of commercial raw materials required by the industries in the Bizonal Area.

## **Bipartite Board to Control Foreign Trade**

The Joint Export-Import Agency will be considerably strengthened by steps to be taken immediately for streamlining existing machinery for supervision and control of foreign trade in the Bizonal Area. It is to be governed by a Board of Directors consisting of the financial and economic advisers to the United States and British Military Governors, the Director-General of the Agency and his Deputy. A chairman will be selected from among the members. It will have a fully integrated U.K.-U.S. staff.

Voting strength is based upon the proportion of funds made available by the British and United States Governments to the capital of the Agency, each of the two groups voting as a group. Under the financial

responsibility assumed by the United States Government in the Revised Bizonal Fusion Agreement, the United States element will have majority voting strength.

The Bipartite Board, of which the British and United States Military Governors are sole members, has powers to review all measures or policies adopted by the Agency's Board of Directors. The staffs of JEIA central offices in Hoechst and in Land (State) capitals will be integrated along lines paralleling the headquarters organization.

#### **Transfer of Responsibilities to Germans Proposed**

The Charter anticipates transfer of the responsibilities of the Joint Export-Import Agency to German administration "as soon as practicable", with the proviso that German personnel will be employed and trained to the greatest possible extent with a view to replacing Allied personnel.

Foreign exchange resources placed at the disposal of the JEIA will be used for direct procurement of basic raw materials required for the German Bizonal economy and the development of exports. The Agency has been authorized to enter into contracts for the purchase of goods, products, services and materials of any kind for export or import. It enters into contracts, borrows and lends money, and provides for a billing and accounting system. In addition, it has been empowered to take such other necessary authority "as is essential to the rehabilitation and promotion of peaceful trade and commerce". The Joint Foreign Exchange Agency will continue to function as the fiscal and accounting agency of the JEIA until the new Laender Union Bank is finally organized, at which time the Agency will become one of the bank's principal customers.

Subject to military government trade policies, the JEIA is charged with responsibility for maximizing the export program from the U.K./U.S. zones of Germany, consistent with the policies of the British and United States Governments, and for planning and directing the transfer of responsibility in foreign trade to German official agencies. The JEIA maintains head offices in Hoechst-am-Main and branches in most of the large towns in the Bizonal Area. The agency supervises all imports and exports as well as the procurement of raw materials to be used in the manufacturing of export commodities from the Bizonal Area. Its ultimate purpose is to increase German exports to the point where the country will be self-sustaining.

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#### **Market for Pyrethrum and Quinine Disappointing to Congo Planters**

Leopoldville, March 31, 1948.—(FTS)—The market for pyrethrum and quinine, the production of which was developed in the Belgian Congo during the war, has not proved as attractive in the postwar period as was anticipated. Some of the European planters are now giving consideration to alternative crops, including a variety of medicinal plants which can be grown in the high altitude of the eastern Kivu province.

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#### **Belgian Congo Fruit Growers Form Co-operative**

Leopoldville, March 31, 1948.—(FTS)—During recent years, the production of tropical fruits has increased in the Lower Congo area of the Belgian Congo. The various producers of bananas, pineapples and citrus fruits have recently formed a co-operative which is receiving the active support of the Colonial government. Exports of bananas in 1946 amounted to 1,771 tons valued at 3,811,000 francs (approximately \$86,000). At present, the principal destinations are Belgium and South Africa.

# Canadian Exports, by Areas

NOTE: Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

GEOGRAPHIC AREAS	March			January—March		
	1938	1947	1948	1938	1947	1948
(Millions of Dollars)						
<b>BRITISH COUNTRIES</b>						
United Kingdom and Europe.....	28.3	48.6	59.9	90.3	146.1	178.0
America.....	1.8	7.4	8.7	5.0	25.4	25.7
Africa.....	2.1	8.5	5.5	5.2	22.2	14.7
Asia.....	1.2	5.3	2.1	2.8	12.7	8.8
Oceania.....	5.0	6.4	3.7	12.8	17.6	11.3
<b>Total British Countries.....</b>	<b>38.4</b>	<b>76.3</b>	<b>79.9</b>	<b>116.0</b>	<b>224.1</b>	<b>238.4</b>
<b>FOREIGN COUNTRIES</b>						
United States and Possessions.....	22.9	83.8	113.0	59.9	233.3	313.6
Latin America.....	1.7	9.3	8.8	4.4	35.2	26.2
Europe.....	6.3	30.5	19.9	13.4	76.1	72.4
Other Foreign.....	4.1	9.1	6.8	9.5	28.4	21.4
<b>Total Foreign Countries.....</b>	<b>35.0</b>	<b>132.7</b>	<b>148.5</b>	<b>87.2</b>	<b>373.0</b>	<b>433.6</b>
<b>TOTAL DOMESTIC EXPORTS.....</b>	<b>73.3</b>	<b>209.0</b>	<b>228.4</b>	<b>203.2</b>	<b>597.1</b>	<b>672.0</b>

## Canadian Exports, by Countries

Country	March			January—March		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
<b>BRITISH COUNTRIES</b>						
<b>Europe:</b>						
United Kingdom.....	27,766	47,558	59,182	88,081	142,894	175,790
Eire.....	500	586	687	1,505	1,629	1,768
Gibraltar.....	.....	15	1	.....	93	1
Malta.....	52	456	59	153	1,504	450
<b>Total Europe.....</b>	<b>28,318</b>	<b>48,615</b>	<b>59,929</b>	<b>90,339</b>	<b>146,120</b>	<b>178,009</b>
<b>America:</b>						
Newfoundland.....	652	2,837	3,005	1,536	9,426	9,448
Bermuda.....	108	289	539	302	1,053	1,195
Barbados.....	87	569	433	246	1,711	1,278
Jamaica.....	350	723	1,524	1,148	3,048	4,176
Trinidad and Tobago.....	282	1,736	1,225	856	5,482	4,493
Bahamas.....	.....	229	387	.....	923	1,097
Leeward and Windward Islands.....	163	486	579	496	1,523	1,427
British Honduras.....	19	49	102	60	255	263
British Guiana.....	114	525	909	314	2,027	2,297
Falkland Islands.....	.....	.....	.....	.....	.....	.....
<b>Total America.....</b>	<b>1,775</b>	<b>7,443</b>	<b>8,703</b>	<b>4,958</b>	<b>25,448</b>	<b>25,674</b>
<b>Africa:</b>						
Northern Rhodesia.....	.....	20	19	.....	106	30
Union of South Africa.....	1,775	7,612	4,393	4,319	19,507	11,738
Other British South Africa.....	.....	5	1	.....	5	1
Southern Rhodesia.....	161	262	91	334	1,029	379
Gambia.....	2	.....	10	4	16	16
Gold Coast.....	5	103	214	12	265	542
Nigeria.....	6	93	68	17	250	205
Sierra Leone.....	18	57	70	46	232	421
Other British West Africa.....	.....	.....	.....	.....	2	.....
British Sudan.....	1	7	1	187	41	13
British East Africa.....	92	362	660	239	759	1,314
<b>Total Africa.....</b>	<b>2,060</b>	<b>8,521</b>	<b>5,527</b>	<b>5,158</b>	<b>22,212</b>	<b>14,659</b>

Canadian Exports, by Countries—Continued

Country	March			January—March		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
<b>BRITISH COUNTRIES—Con.</b>						
<b>Asia:</b>						
India.....	388	3,205	581	972	6,593	4,040
Pakistan.....			3			43
Burma*.....	10	73		43	257	
Ceylon.....	19	260	58	57	610	320
Aden.....	15	249	56	29	277	122
Malaya and Singapore.....	385	622	543	1,041	1,765	1,566
Other British East Indies.....	1	2		2	8	
Hong Kong.....	414	633	704	643	1,386	2,214
Palestine.....	3	282	129	21	1,826	480
<b>Total Asia.....</b>	<b>1,235</b>	<b>5,326</b>	<b>2,074</b>	<b>2,808</b>	<b>12,722</b>	<b>8,785</b>
<b>Oceania:</b>						
Australia.....	3,123	4,181	2,537	8,709	13,265	7,270
New Zealand.....	1,802	2,182	1,122	3,910	4,187	3,886
Fiji.....	38	5	7	117	167	150
Other Oceania.....	16	1	1	27	6	6
<b>Total Oceania.....</b>	<b>4,979</b>	<b>6,369</b>	<b>3,667</b>	<b>12,763</b>	<b>17,625</b>	<b>11,312</b>
<b>TOTAL BRITISH COUNTRIES</b>	<b>38,367</b>	<b>76,273</b>	<b>79,899</b>	<b>116,026</b>	<b>224,127</b>	<b>238,443</b>
<b>FOREIGN COUNTRIES</b>						
<b>United States and Possessions:</b>						
United States.....	22,697	83,098	112,519	59,532	231,947	312,333
Alaska.....	22	52	24	30	130	50
American Virgin Islands.....	3	17	16	7	46	37
Guam.....		1		3	1	112
Hawaii.....	135	537	220	265	612	685
Puerto Rico.....	48	104	172	75	565	420
<b>Total United States and Possessions.....</b>	<b>22,905</b>	<b>83,809</b>	<b>112,951</b>	<b>59,912</b>	<b>233,301</b>	<b>313,637</b>
<b>Latin America:</b>						
Argentina.....	281	2,380	1,115	887	11,328	4,403
Bolivia.....	8	66	86	25	193	191
Brazil.....	294	2,058	1,454	832	6,190	5,163
Chile.....	73	269	268	183	834	664
Colombia.....	110	868	865	277	2,892	2,485
Costa Rica.....	8	106	109	27	519	287
Cuba.....	97	274	785	271	1,556	2,485
Dominican Republic.....	1	266	34	9	686	224
Ecuador.....	17	168	135	31	686	331
Guatemala.....	11	105	136	26	555	425
Haiti.....	24	23	46	42	135	129
Honduras.....	302	1,062	1,213	738	2,594	3,461
Mexico.....	36	20	60	40	184	115
Nicaragua.....	25	130	263	88	465	629
Panama.....		19	4	3	47	35
Paraguay.....	95	335	204	262	1,645	638
Peru.....	3	9	100	13	204	257
Salvador.....	152	74	174	214	429	508
Uruguay.....	28	111	241	99	625	555
Venezuela.....	132	918	1,463	382	3,445	3,175
<b>Total Latin America.....</b>	<b>1,697</b>	<b>9,261</b>	<b>8,755</b>	<b>4,449</b>	<b>35,212</b>	<b>26,160</b>
<b>Europe:</b>						
Albania.....	4	2		5	25	25
Austria.....	2	371	25	8	728	1,453
Belgium.....	501	1,402	3,095	1,270	7,339	9,434
Bulgaria.....	1			2	9	92

\*See Foreign Countries from January 1, 1948.

Canadian Exports, by Countries—Concluded

Country	March			January—March		
	1938	1947	1948	1938	1947	1948
FOREIGN COUNTRIES—Con.						
(Thousands of Dollars)						
<b>Europe—Con.</b>						
Czechoslovakia.....	244	1,058	1,523	467	2,219	5,873
Denmark.....	26	399	215	91	519	508
Estonia.....				1		
Finland.....	36	154	335	82	234	730
France.....	956	6,555	2,880	2,261	19,390	15,550
Germany.....	1,307	1,064	316	3,092	1,924	1,813
Greece.....	189	1,348	676	190	2,644	3,814
Hungary.....		455	40		467	377
Iceland.....	1	310	304	2	687	383
Italy.....	295	3,523	1,599	396	6,151	7,805
Latvia.....	33			57		
Lithuania.....				1		
Netherlands.....	858	5,108	4,744	2,259	12,653	9,713
Norway.....	993	2,080	1,103	1,672	4,553	5,145
Poland.....	103	1,379	509	180	4,124	1,513
Portugal.....	11	290	119	32	931	651
Azores and Madeira.....		11	24		55	57
Roumania.....		16	11	16	20	106
Soviet Union.....	70	1,649	4	238	2,913	47
Spain.....	18	12	59	19	286	149
Sweden.....	563	2,164	820	891	3,638	1,728
Switzerland.....	48	245	1,499	143	1,542	5,030
Yugoslavia.....	1	933	49	3	3,055	358
<b>Total Europe.....</b>	<b>6,260</b>	<b>30,528</b>	<b>19,949</b>	<b>13,378</b>	<b>76,106</b>	<b>72,354</b>
<b>Other Foreign Countries:</b>						
Abyssinia.....		5	4		22	17
Afghanistan.....		28	8		28	13
Belgian Congo.....	6	86	102	32	286	362
Burma*.....			3			55
China.....	389	3,680	3,419	632	11,305	9,684
Greenland.....		22			55	23
Egypt.....	30	1,772	423	69	4,194	2,586
French Africa.....	19	175	157	33	652	984
French East Indies.....	2	18	30	7	549	77
French Guiana.....	1	1	6	2	13	55
French Oceania.....	16	14	2	31	35	10
French West Indies.....	25	81	142	36	400	305
Madagascar.....	1	3	124	2	5	319
St. Pierre and Miquelon.....	23	117	47	46	184	255
Iraq.....	4	352	41	16	395	122
Tripoli.....					2	1
Other Italian Africa.....						
Japan.....	2,659	2	229	6,860	374	770
Korea.....			1			10
Liberia.....	3	28	8		49	21
Morocco.....	22	167	96	7	384	180
Netherlands East Indies.....	75	576	893	184	1,710	1,658
Netherlands Guiana.....	4	65	45	10	135	198
Netherlands West Indies.....	26	113	166	55	371	505
Iran.....	20	36	29	36	134	147
Philippine Islands.....	166	1,242	619	453	5,475	2,400
Portuguese Africa.....	182	253	97	499	624	374
Portuguese Asia.....		36	14		36	30
Siam.....	3	45	30	6	129	64
Canary Islands.....		1			35	12
Spanish Africa.....		53	14		53	14
Syria.....	7	76	31	18	236	84
Turkey.....	418	55	33	418	497	97
<b>Total Other Foreign.....</b>	<b>4,101</b>	<b>9,102</b>	<b>6,813</b>	<b>9,481</b>	<b>28,367</b>	<b>21,432</b>
<b>TOTAL FOREIGN COUNTRIES...</b>	<b>34,962</b>	<b>132,700</b>	<b>148,470</b>	<b>87,221</b>	<b>372,990</b>	<b>433,579</b>
<b>TOTAL DOMESTIC EXPORTS.....</b>	<b>73,329</b>	<b>208,973</b>	<b>228,369</b>	<b>203,248</b>	<b>597,117</b>	<b>672,022</b>

\*See British Countries prior to 1948.

## Marketing of Canadian Fish and Products Function of New Committee Formed

*Inter-departmental Fisheries Export Marketing Committee will consult with industry concerning special problems—Fisheries Council of Canada warmly welcomed members at luncheon gathering.*

**E**FFORTS are being made to stimulate the sale abroad of Canadian fish through the establishment of the Inter-departmental Fisheries Export Marketing Committee, which will comprise members of the Department of Fisheries and the Department of Trade and Commerce. The committee, of which G. A. Newman is chairman, will consult with industry concerning special marketing problems as they arise.

It is appreciated that the market for fish and fishery products is becoming more competitive. This situation requires special consideration by officials in Canada, operating in conjunction with trade commissioners in countries that might secure supplies from this Dominion.

This new committee was officially launched on April 12, when the Fisheries Council of Canada entertained at luncheon for a number of officials and others interested in the development of Canada's fisheries and the expansion of the market for its products. Clive Planta, secretary-manager, presided.

Canadian exports of fish and fishery products in 1947 were valued at \$82,359,000, compared with \$86,486,000 in 1946, and with \$26,530,000 in the corresponding period of 1938. The value of Canada's exports for the first three months of the current calendar year is \$23,792,000, compared with \$20,400,000 in the corresponding period last year.

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## Peruvian Decree Provides for Change In Method of Collecting Consular Fees

*Effective April 1, and applicable to goods shipped on Peruvian import licences based on importers' own or free market exchange, fees must be paid in foreign currency by shipper at time of legalizing shipping documents.*

By C. J. Van Tighem, Commercial Secretary, Canadian Embassy

**L**IMA, March 22, 1948.—A change in the collection of Peruvian consular fees is provided by a decree dated March 11, 1948, and effective April 1. Applicable to goods shipped on Peruvian import licences based on importers' own or free market exchange, Peruvian consular fees must be paid in foreign currency to the Peruvian Consulate by the shipper at the time of legalizing the shipping documents.

There is no change in the payment of consular fees covering goods shipped against licences granted with official exchange. Importers will continue to pay the consular fees in soles to the Peruvian customs house or post office.

The basic Peruvian consular fee is 6 per cent on the f.o.b. value plus extras. In case of shipments which are covered by import licences issued on the basis of own exchange (Divisas Propias), Canadian firms will have to pay this 6 per cent consular fee in dollars to the Peruvian Consulate. When the import licence is issued entitling the importer to official exchange (Divisas Oficiales), the consular fees are collectible in Peru in soles and the shipper should not pay anything. It is most important,

therefore, that exporting firms secure from their agents full information as to the type of licence which has been issued, as well as the number of the licence and the date of expiry, as this information must be stated in the consular invoice.

The new decree does not affect shipments by parcel post valued at less than \$45, as these do not require a consular invoice and may be imported without an import licence.

In view of the fact that imports on the basis of own exchange were suspended by the decree of September 23, 1947, the application of the new decree would appear to be very limited. A change in the present regulations so as to permit importations on the basis of own exchange appears to be imminent, although no official notification of this has been given. As licences on the basis of own exchange have been issued only in exceptional cases since last September, the majority of pending orders should be covered by licences calling for official exchange and consequently payment of the consular fees should continue to be made in Peru by the importers.

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#### **Transportation and Communications Division Established**



**W. J. Fisher**

William Jackson Fisher has been appointed Director of the new Transportation and Communications Division of the Foreign Trade Service, having previously served as Area Traffic Officer in the Trade Commissioner Service since November, 1946. In that capacity, he maintained close connections with railway and steamship companies, air lines, transportation bureaux of Boards of Trade, Chambers of Commerce, the Canadian Manufacturers' Association and other similar organizations interested in the promotion of foreign trade. During the last seventeen months, he assisted the commercial community by furnishing information to exporters on the most satisfactory methods of shipping their goods to specific trading areas,

and to importers on the routing of raw materials required by industry or commodities for consumption.

Mr. Fisher, who was born in Dundee, Scotland, was formerly Director of Movements for the Canadian Army. He obtained his senior matriculation from Western Canada College, in Calgary, and attended Queen's University, in Kingston, where he completed two years in Commerce. Experience in transportation and administration was obtained during a period of employment with the Canadian National Railways and later with the Canadian Pacific Railway Company. At the time of his enlistment, he was employed by the Alberta Wheat Pool.

As Director of Movements, Canadian Army, Colonel Fisher was responsible for an organization comprising some nine hundred officers and men, engaged in the transportation by land, sea and air of personnel, stores, munitions and equipment.

The new division is in a position to render additional assistance to exporters and importers. Liaison will be maintained with other government departments, the Canadian Maritime Commission and the Canadian International Trade Fair. General enquiries concerning transportation and communications, as related to foreign trade, should be directed to this division.

# Montreal Harbour Was Opened to Ocean Navigation on April 19

*S.S. Manchester Shipper arrived in port two days earlier than first ocean arrival last year—Records show that April 9 was the earliest date on which the harbour was officially opened, and May 24 the latest—Traditional gold-headed cane presented to Captain James Barclay.*

MONTREAL harbour welcomed on April 19 the first ocean-going ship to arrive there this season, the *S.S. Manchester Shipper* having officially inaugurated navigation on the St. Lawrence two days earlier than last year. Captain James Barclay, her master, thus earned title to the traditional gold-headed cane, which is awarded each year to the captain of the first vessel arriving in port from across the Atlantic. He missed this honour last year by a matter of minutes, the *S.S. Beaverburn* having docked shortly before the *Manchester Shipper* nosed into her berth in the centre of the harbour.

Although considerable traffic flows through the Atlantic ports of Halifax and Saint John during the winter months, continuing to a somewhat lesser extent during the summer, shippers welcome the commencement of a new season on the St. Lawrence with lower transportation costs.

Records maintained by the Montreal Harbour Commission and now by the National Harbours Board indicate that, in the last sixty-two years, the earliest date on which an ocean-going ship arrived in port was April 9, that being in 1945, whereas May 24 was the latest date on which navigation was officially opened, that being in 1943. Navigation was closed on November 21, in 1891, the earliest on record, and on December 17, in 1941, the latest on record. The first ocean arrivals and last ocean departures took place on the following dates:

## Opening and Closing of Navigation

Year	First arrival	Last departure
1887	May 3	November 28
1888	May 4	November 22
1889	April 27	November 23
1890	April 30	November 24
1891	April 27	November 21
1892	April 23	November 27
1893	May 3	November 23
1894	April 27	November 24
1895	April 27	November 25
1896	April 28	November 23
1897	April 30	November 24
1898	April 26	November 28
1899	April 27	November 29
1900	April 26	December 3
1901	April 25	November 25
1902	April 17	December 4
1903	April 26	November 28
1904	May 4	November 27
1905	May 2	November 30
1906	April 28	December 2
1907	May 2	November 29
1908	April 30	November 26
1909	April 23	November 28
1910	April 11	December 1
1911	April 26	December 3
1912	April 30	December 3
1913	April 19	November 29
1914	April 29	December 4
1915	April 30	December 11
1916	May 1	December 3

Year	First arrival	Last departure
1917	May 1	December 7
1918	May 7	December 14
1919	April 22	December 10
1920	April 25	December 11
1921	April 21	December 8
1922	April 24	December 2
1923	May 3	December 2
1924	April 24	December 3
1925	April 22	December 9
1926	May 3	December 6
1927	April 12	December 6
1928	April 26	December 9
1929	April 20	December 7
1930	April 21	December 12
1931	April 15	December 11
1932	April 14	December 8
1933	April 14	December 6
1934	April 26	December 8
1935	April 15	December 9
1936	April 13	December 11
1937	April 19	December 8
1938	April 18	December 4
1939	April 29	December 12
1940	April 24	December 5
1941	April 19	December 17
1942	May 2	December 16
1943	May 24	December 13
1944	April 21	December 6
1945	April 9	December 3
1946	April 12	December 4
1947	April 21	December 4
1948	April 19	.....

## British Budget Designed to Combat Inflation and to Increase Output

*Overseas deficit of £675 million to be substantially reduced in 1948—Import duties on tobacco and alcoholic beverages amended—Purchase tax revised and simplified—Changes in income tax regulations to benefit taxpayers.*

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, April 7, 1948.—Britain's budget, brought down by the Chancellor of the Exchequer, was designed to reduce the pressure and ill effects of inflation, and to strengthen the productive effort. A recent review of economic conditions for 1948 was based on the assumption that the European Recovery Program would be approved by the United States Congress, an assumption that has since materialized. The Chancellor described this event as "of the most profound world significance, which, at this moment of doubt and difficulty in world affairs, came as a light and hope to the freedom-loving peoples of the world".

The accounts for the year just concluded showed a realized surplus of £636 millions, rather more than sufficient to ensure that the money collected by taxation, with other government revenue, defrayed all the government's expenditure of every kind, omitting the sinking fund. In spite of this, inflationary pressure has not yet decreased to any marked extent. On the other hand, many signs of inflationary pressure are to be observed, and there is an overseas deficit of £675 millions, which in 1948 it is planned to reduce substantially. This means that there will be an increase of inflationary pressure to the extent of the difference between the amount of excess in imports in 1947 and 1948. To rely upon any substantial increase in private savings would, moreover, be unsafe. The government is looking for increased production and wants to do all it can to encourage it.

## Budget Has Two Main Objectives

The budget, therefore, has two main objectives. The first is to obtain, with an equitable distribution of the load of taxation, a real and substantial surplus which more than provides for all government expenditure, capital and current, and leaves over a balance to be used to counter inflationary pressure. The second is so to adjust taxation as to encourage production by providing better incentives.

The anticipated real surplus in 1948-49, on the existing basis of taxation, would amount to £598 millions. The Chancellor pointed out that government expenditure on capital account put money into circulation and created purchasing power just as much as did expenditure on the revenue account and had to be offset by private saving or by revenue surplus. In 1947-48, in one way or another, the government put back into circulation all the money it had withdrawn by taxation. It paid for its own capital expenditure, but there was no surplus over to help to stem the inflationary tendencies in the rest of the economic system. It is at such an overall and absolute surplus that the government is aiming this year, and it must be substantial enough to make an impact on the situation, especially in view of the reduction in the external deficit. The true overall surplus to be aimed at is about £300 millions.

### £319 Million Available to Combat Inflation

Although the revenue surplus, on the basis of present taxation, is £598 millions, the net capital expenditure by the government would amount to £279 millions, so that there would remain an absolute surplus of about £319 millions, which could be used to fight inflationary tendencies by relieving the government of the necessity for renewing borrowings to that extent. An analysis of below-the-line expenditures in the Exchequer accounts shows outgoings in 1947-48 of £692 millions, chiefly for war damage payments, post-war credits for the elderly, new capital developments on coal, housing, cotton and overseas resources development, and as advances to local authorities.

One of the most interesting features of the budget speech was a suggestion that instructed discussion should be initiated in financial and statistical circles with a view to improving the present form of budget statement, so that it would present a realistic picture of the economic situation as a whole.

### Customs Duties Amended

The alterations in Customs duties proposed are as follows:

*Tobacco.*—The duties on leaf tobacco are to be raised by 3s. 4d. a pound, with corresponding adjustments in the rates chargeable on imports of cigars, cigarettes and other manufactured tobacco.

*Beer.*—The duties on beer will be raised by 8½d. a barrel for each degree of strength, subject, as at present, to a minimum on beer of a gravity up to 1·027°.

*Spirits.*—There will be a corresponding increase of £1 a proof gallon in the duties on whisky, rum and other spirits. The increase will not apply to perfumed spirits.

*Wines.*—The duty on heavy wines of foreign origin will be increased by the equivalent of one shilling a bottle, and on foreign light wines of sixpence. Rates on heavy wines of Empire origin will remain unchanged.

The purchase tax (which is the equivalent of the Canadian sales tax) is to be revised and simplified. The present diversity of rates is to be

replaced by a division of the whole field into four categories: exempt; 33 $\frac{1}{3}$  per cent; 66 $\frac{2}{3}$  per cent; and 100 per cent; all percentages being on the wholesale value.

The object of the changes is to lower the tax on the more essential commodities, and the total effect is to reduce the yield by a net amount estimated at £24 millions for a full year and £18 millions in 1948-49.

#### **Income Tax Exemption Higher**

The budget proposes an increase in the earned income relief from one-sixth to one-fifth, subject to a new maximum allowance of tax of £400. Exemption limits are also to be increased, with the result that about 500,000 persons will cease to pay income tax. The rate on the first £50 of taxable income remains at three shillings in the pound. The rate on the next £200 will be six shillings. Married women in employment are also to have the same allowances as single women. These reliefs will amount to £101 millions in a full year.

An innovation in the field of taxation is to be introduced. This takes the form of a special "once for all levy", which will be largely payable out of capital based upon investment income of individuals in 1947-48. It will amount to two shillings in the pound, rising to ten shillings in the pound on all income-producing capital based on investment income, including rents, dividends, interests and other receipts. The contribution will apply only where a taxpayer's income from all sources exceeds £2,000 and, in addition, his investment income exceeds £250. The full yield of this levy is estimated at £105 million.

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#### **United Kingdom Concludes Trade Agreements with Finland and Poland**

London, March 4, 1948.—(F.T.S.)—Under the terms of a trade agreement with Finland, preliminary details of which have recently been announced, the United Kingdom will supply that country with 500,000 tons of coal and coke and 40,000 tons of steel, and will receive 190,000 tons of chemical wood-pulp, 30,000 to 40,000 tons of mechanical wood-pulp, and 150,000 cubic fathoms of pitprops, as well as sawn softwood, plywood and other types of lumber. A steady improvement in the exchange of goods between the two countries is hoped for.

Plans have been agreed upon for an expansion of trade with Poland and for regularizing arrangements for payments. Under a previous agreement of June, 1947, Poland undertook to supply £23 million of goods in the three years ending June, 1950, of which £6,500,000 was to be delivered in 1948. It is now agreed that the value of the 1948 deliveries shall be increased to approximately £11 million, including bacon, eggs and other essential foodstuffs, worth some £7 million, and possibly some timber.

Under the United Kingdom export credits facilities, Poland will be assisted in placing orders with United Kingdom manufacturers for capital goods and equipment up to a value of £15 million. This envisages terms of payment extending over three years and credit facilities up to £6 million. Arrangements have now been made for a bank advance of up to £6 million to facilitate further the placing of these orders.

### **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.

# Agricultural Conditions In South Africa Improved In Past Year

*Outlook for production of foodstuffs was appreciably better than that at the end of 1946—Progress made with soil conservation program—Shortages of fertilizer and agricultural implements not as marked as previous year—Wheat was only basic foodstuff in short supply during the year.*

By S. V. Allen, Commercial Secretary for Canada

(Editor's Note—This is the sixth in a series of nine articles on economic conditions in South Africa during the past year, prepared for publication in *Foreign Trade*. The first five were published in the March 20th, March 27th, April 3rd, April 10th and April 17th issues.)

CAPE TOWN, February 27, 1948.—Agricultural conditions in South Africa during the past year showed some improvement over those of 1946, despite adverse weather conditions in many parts of the country. The outlook, particularly as this concerns the production of foodstuffs, was appreciably better than at the end of 1946. The heavy world demand for agricultural products resulted in good prices for the farming community, even for some items of a luxury nature, though these prices were still affected by inflated agricultural land values. Further progress was made during the year with the soil conservation program, under legislation passed the previous year.

Shortages of fertilizer and agricultural implements were experienced during the year, though these were not as marked as in the previous year. Imports of implements, other than heavy tractors, improved measurably, though the situation was not satisfactory. Fertilizers will likely remain subject to purchase permit until the latter part of 1948 at least. It is expected that local production will then meet most of South Africa's needs, which are now estimated at twice the country's requirements in 1940.

## **Bag Shortage Creates Handling and Storage Problem**

The cereal storage and handling problem, created by a shortage of bags arising from the embargo imposed by India, were met by drastic measures involving the use of bulk storage facilities and substitute containers. These were supplemented by a government publicity campaign to increase the use of the jute bags available. Progress has been made in the establishment of a local bag industry, and the extension of bulk grain-handling facilities is being investigated.

Weighted official indices of field crops and animal products (base years 1936-37 to 1938-39=100), again showed appreciable changes especially during the first eight months. By the end of August the combined price index for all agricultural products stood at 200, a decline of 8 points from the high level of 206 computed for May, 1947. However, the corresponding indices for cereals, wool, hides, skins and mohair, slaughter animals, dairy and poultry products at the end of the year were the highest ever recorded.

## **Maize Position Improved During the Year**

The latest estimate for the 1946-47 maize crop is 88,000,000 bushels as compared with 62,000,000 bushels harvested in 1945-46. An increased acreage of about 15 per cent was recorded for 1946-47. Purchases from



**South Africa—Grain elevator at Bethlehem, Orange Free State.**

*South African Railways Photo.*

the Argentine between September, 1946, and August, 1947, totalled around 9,700,000 bushels. Whereas in 1946 measures to control maize consumption were necessary, the supply position was so satisfactory by May, 1947, that rationing controls on the use of maize for stock feeds were abandoned. With an increased acreage and favoured by weather conditions, the current crop is expected to yield about the same as last year. The food and fodder reserves of the Union will be so satisfactory that exports may be renewed. Recent trade reports indicate a falling off in internal demand for some types of maize with consequent lower prices. The surplus, according to one trader, may reach over 30,000,000 bushels and, because of lack of undercover storage, export will be desirable.

Price control was continued in 1947 on maize and maize products at the consumer level and, under the Maize Control Scheme, prices to producers were fixed at between 19s. 2d. and 21s. 3d. per bag of 200 pounds, according to grade and packing. These prices are considerably below current export values of 42s. 6d. per bag.

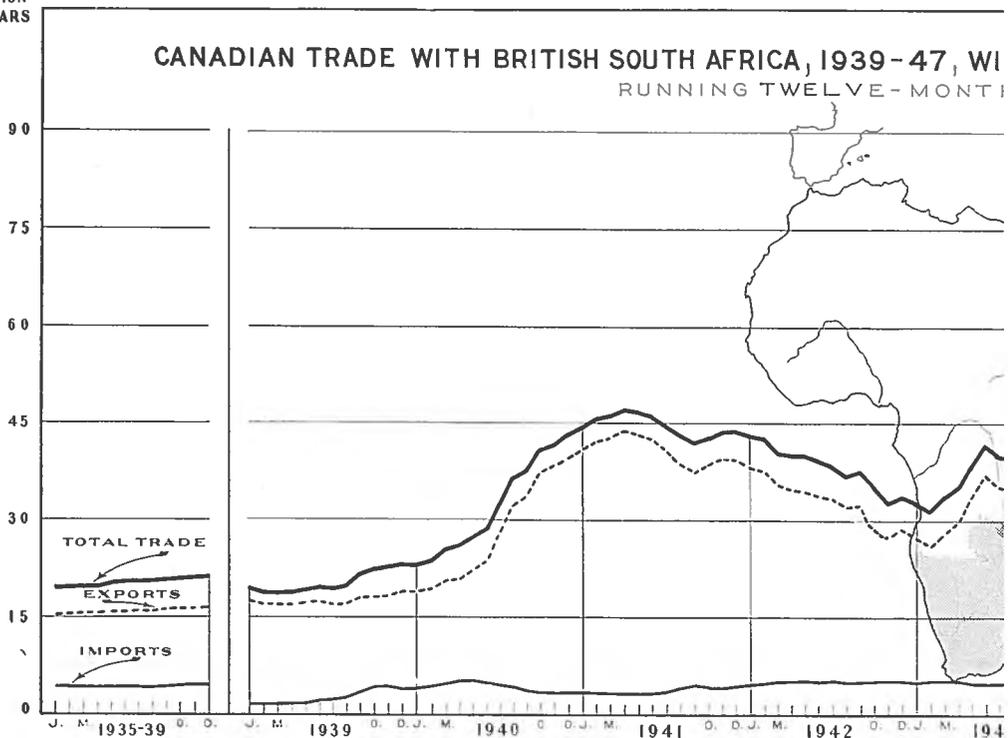
#### **Wheat Situation Less Encouraging**

Wheat was the only basic foodstuff in short supply during the year. In spite of a yield of over 15,000,000 bushels in 1946-47 (on an increased acreage of 32.5 per cent) as compared with around 9,300,000 bushels for the previous crop year, the Union's wheat position did not permit a relaxation of controls. Even for the production of standard whole wheat flour at an extraction rate of 95 per cent, South African minimum annual needs are in the neighbourhood of 21,600,000 bushels, according to a recent estimate of the Department of Agriculture. This means a shortfall of about 6,600,000 bushels, which would have been imported if supplies had



South Africa—Cape Peninsula, at the southern tip of South Africa, where the settlement that is now Cape Town was established in 1652 by direction of the Dutch East India Company. This air view reveals, from left to right, the Cape Flats, Cape Town Harbour, and Cape Town, which nestles in a semi-circle created by the Devil's Peak, Table Mountain (two miles long and 3,500 feet high), the Lion's Head and Lion's Rump, which is better known as Signal Hill. A

MILLION DOLLARS

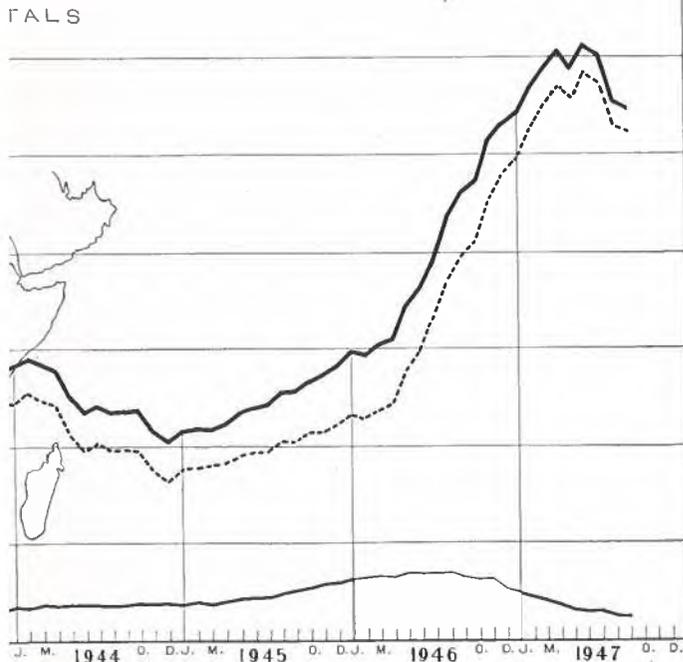




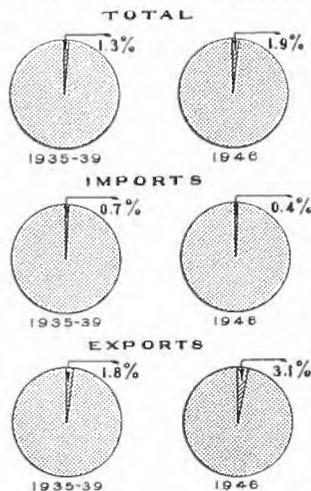
ridge, called the Twelve Apostles, extends away to the right, terminating in Cape Point. The Hottentot Holland Mountains may be seen in the background, beyond False Bay. A number of suburbs and independent municipalities were established under the shadow of this pile of rock, many of which were subsequently united with Cape Town,

*Prepared by Dominion Bureau of Statistics*

**AVERAGE FOR THE BASE PERIOD, 1935-39**



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





**South Africa—Afrikaner cattle in Natal, where efforts are being made to improve the herds and in which the number of cattle has increased.**

*South African Railways Photo.*

been freely available in 1947. This was not the case and, as a result, bakers' flour quotas were reduced by ten per cent in August.

Due to the fact that wheat growers are still not able to get their full requirements of fertilizers and because of weather conditions, no appreciable increase can be expected in the 1947-48 crop, which has been estimated provisionally at 16,600,000 bushels, slightly above last year's level. The Wheat Industry Control Board has again reminded the public that the world cereal shortage would not permit the provision of flour for white bread in 1948, as this would increase the Union's wheat requirements to over 26,000,000 bushels. As maize and potatoes, as well as rye flour, are in good supply, the wheat situation can be relieved by the use of satisfactory alternative foods.

Subsidies to maintain the price of standard bread at 6½d. per 29 ounces were continued in 1947. Fixed prices received by wheat producers were around 40s. 6d. per bag (about \$2.43 per bushel) for class B, Grade 1, wheat. The corresponding price for the 1947-48 crop will be 1s. per bag (6 cents per bushel) higher.

An enquiry is being made into the manufacturing and distribution costs of wheat products, in order to establish a new formula for fixing prices. The last enquiry of this sort took place in 1942-43, and it is proposed that similar investigations will take place every three years in future. The results of the survey will be used to establish prices for flour and wheat products in the last half of 1948.

#### **Citrus Fruit Exports Well Maintained**

Of the 1946-47 citrus crop of 3,278,000 cases of export quality, 2,425,083 cases were exported. The United Kingdom received the bulk of these, but some shipments were made to Sweden, Belgium, Switzerland and Far

Eastern areas. The 1947-48 season is expected to yield 4,250,000 cases of export quality, of which over 3,000,000 cases will be exported. These yields are considered to be about 75 per cent of normal and, because of the overseas' demand, the Citrus Board has retained 25 per cent of the exportable crop for sale in the Union, in addition to the domestic pocket pack, most of which is sold by the Board on behalf of the growers participating in various pools. Prices obtained abroad in 1947 were very satisfactory. Considerable expansion in citrus orchards took place during the year.

The return of normal export conditions, assisted by regular steamship services to the United Kingdom, facilitated the export of peaches, plums, pears and grapes to about fifty per cent of the total quantity of these fruits available for disposal as fresh fruit in 1946-47. Producers received very satisfactory returns as a result of the Deciduous Fruit Board's transactions, and subsidies paid growers during preceding years were no longer necessary. Providing weather conditions are favourable, the 1947-48 export operations, assisted by the Union's gold loan arrangements, should be equally as successful. Canning operations were limited by the shortages of tin plate and sugar, although supplies of the latter were imported late in the year from the Caribbean to provide processors with their increased needs.

#### **Increased Potato Yield Caused Severe Decline in Prices**

The 1946-47 potato harvest totalled 353,237 tons, an increase of almost 50 per cent over the 1945-46 crop of 232,530 tons. The high level of production, accompanied by decreased demand in comparison with previous years when bread grain and maize were more scarce, led to a severe decline in prices early in 1947. The government then set up a Potato Board to facilitate bulk sales abroad, as a result of which over 7,000 short tons were sold to the United Kingdom Ministry of Food. The average price to the grower was 10s. per bag of 150 pounds, although the Potato Board absorbed packing and other charges of about 6s. 8d. per bag. The contract is regarded as the forerunner of similar shipments to be made to the United Kingdom in future. Total exports of last season's crops were 36,724 tons, or over 10 per cent of the crop.

A development of interest to Canadian growers was the export of around 3,000 tons of South African certified seed stock to South American countries. Imports of seed stocks during the 1946-47 season, including Canadian shipments, were 46,000 cases.

Late in 1947 the government announced the suspension of the sugar planting quota system, which has limited production of cane sugar in recent years. Industrial as well as domestic sugar requirements have increased to an extent that the canning industry has been hampered by shortages. In fact, occasional imports of Caribbean and United Kingdom refined sugar were made during the year for canning purposes. The decision to suspend limitations on cane acreage is to be effective for five years, but by 1950-51 a maximum production of about 725,000 tons is expected as compared with an estimated production of 600,000 tons for the 1947-48 season. Until the new level of production is reached, it is doubtful if South Africa will be able to export sugar on the scale of prewar years.

#### **Wool Market Conditions Favourable**

Sales of wool, South Africa's most important export commodity of agricultural origin, were eminently satisfactory during the 1946-47 season, the first year of the postwar pooling arrangements. The entire clip of 660,000 bales were sold by the South African Wool Disposal Organization under the joint wool agreement with the United Kingdom, Australia and

New Zealand, and, in addition, accumulated wartime stocks of 572,000 bales were reduced by 237,000 bales. Steady increased demand for the higher qualities of Merino in particular netted an average price of 17·67d. per pound, not including native and karakul wools, which were difficult to dispose of. The opening auction prices for the 1947-48 season indicate a substantial and healthy overseas demand, as a result of which the balance of the accumulated wartime wool is expected to be liquidated.

Estimates covering the calendar year 1947 are not available, but increased production of fresh milk, butter and cheese towards the end of the year and a satisfactory stock position resulted in the removal of retail distribution controls by the Dairy Industry Control Board. Few serious cases of lumpy disease were recorded in 1947, in contrast with 1946, and the general improvement in the feed position was reflected in the satisfactory levels of production attained.

Assisted by the increased local acreage devoted to peanut and sunflower seed production, margarine manufacture, under the control of the Dairy Industry Control Board, attained a rate of 7,000,000 pounds per year. Margarine sales were limited to the lower income groups at a subsidized price of 1s. 4d. per pound as compared with 2s. 6d. per pound for butter. The difference in price is so small, however, that as butter became increasingly available, sales of margarine were not maintained. Special legislation to standardize the quality and vitamin A and D content of margarine produced in the Union is to be introduced into Parliament early in 1948.

#### **Progress Made in Soil Conservation**

The Soil Conservation Act, passed in 1946, led to greatly increased activity on the part of the government and the farming community alike in the field of soil conservation in 1947. Although work was hampered by machinery and material shortages, marked progress was made in the organization of districts and in securing the co-operation of farmers. It is estimated that about one-tenth of the Union's agricultural area is covered by the 88 districts proclaimed for soil conservation work. The response to the appeal to halt soil erosion has been hailed as an important turning point in South Africa's agriculture, and continued progress towards the solution of the country's leading problem affecting food production may be expected as equipment becomes available.

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## **Trade and Tariff Regulations**

### **British Guiana Prohibits the Import of Many Items**

Georgetown, April 2, 1948.—(FTS)—The Controller of Supplies and Prices of British Guiana announced on March 25 that, in accordance with recommendations made at a conference of British West Indian Supply Officers, held last February, import permits will not be granted for a wide range of goods except from the United Kingdom and colonies and war-shattered countries (i.e., France, French Morocco, Tunisia, Algeria, Netherlands, Austria, Poland, Czechoslovakia, Yugoslavia, Denmark, Hungary, Italy and Greece). The list of prohibited imports includes the following of interest to Canadian shippers:

*Food, Drink and Tobacco.*—Aerated and mineral waters; malt liquor; biscuits (sweetened); confectionery; canned fish (except herrings, salmon, sardines and mackerel); fresh fruits; fruit juices; jams and jellies (excluding powders); pickles and sauces; spirits; sugar and syrup; fresh vegetables (except onions, garlic and potatoes); manufactured tobacco.

## Trade and Tariff Regulations—Concluded

*Other Items.*—Artificial silk piece-goods, ribbons and rayon manufactures; batteries; bicycles; china, pottery and glassware; cotton goods; floor and furniture coverings; metal furniture; wooden furniture; jewellery; leather manufactures; mats, matting, carpets and rugs (including rubber mats and mattings); motor cars; musical instruments; paper novelties; perfumes and cosmetics; plastics; radios; refrigerators; silk goods; soap; toys; tires and tubes; woollen goods; hair tonics and nail polish, electrical appliances.

### Details of Brazilian Import Licensing Regulations Announced

Rio de Janeiro, April 9, 1948.—(FTS)—The Brazilian law of February 23, 1948, which instituted a general system of control for imports and exports, was implemented by a decree, and its accompanying regulations, published in the *Diario Oficial* of April 6, 1948. Under the terms of the regulations, all imports and exports out of Brazil are subject to the granting of a previous licence by the Export and Import Bureau of the Bank of Brazil. Such licences, application for which must be made on the appropriate forms, will be valid for up to 150 days. This period may be extended in certain circumstances.

In the case of imports, the only goods exempt from licence are: cement; pharmaceutical products; foodstuffs of prime necessity (these are named specifically but the list may be modified); any commodities acquired by the government; commercial samples of small value not subject to payment; and articles brought in by diplomatic missions provided there is reciprocity. In addition, no licence is required for any merchandise being transported to or from the International Exhibition at Quitandinha. Exemption will also be granted to imports the exchange for which was closed prior to the date of publication of these regulations, and to goods which are shipped not later than 30 days thereafter.

The priority for the granting of import licences is the same as that established by Instruction No. 25 dated June 3, 1947, of the Bureau of Supervision of Currency and Credit, and by subsequent notices published, or to be published, by the Export and Import Bureau of the Bank of Brazil. Goods imported without a licence, except those exempted therefrom, will be seized as contraband and sold by auction. Importers are obliged to communicate the receipt of partial or total quantities covered by licences to the Export and Import Bureau under possible penalty of having requests for further licences refused.

There will be three categories of import licences: (A) goods of absolute necessity; (B) goods of relative necessity; and (C) goods of immediate or eventual convenience.

Exchange for imports will be applied according to the following priority ratio: 75 per cent for goods not subject to control and for licences in Category A; 20 per cent for licences in Category B; and 5 per cent for those in Category C.

With regard to exports, it is stated that licences can only be refused when there is need to accumulate stocks for home consumption. Exporters are obliged to report to the Bureau on the total or partial use of the licences granted to them, as well as the failure to utilize licence granted.

A Consultative Committee of Foreign Trade is established to study and direct the import and export position and to advise the Minister of Finance on all matters pertaining thereto.

(Editor's Note—A brief notice of the foregoing regulations was published in last week's issue of *Foreign Trade*.)



## 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
<b>Africa-East—</b>			
Lourenço Marques...	Apr. 26-May 9	<i>Cottrell</i>	Elder Dempster
Lourenço Marques...	Apr. 29-May 6	<i>Norden</i>	Kerr Steamships
Lourenço Marques...	May 12-24	<i>Indore</i>	Elder Dempster
Lourenço Marques...	May 25-30	<i>Halifax County</i>	March Shipping
Lourenço Marques...	May 27-June 8	<i>Chandler</i>	Elder Dempster
Lourenço Marques...	June 8-18	<i>Cambray</i>	Elder Dempster
Lourenço Marques...	June 18-28	<i>New Texas</i>	Elder Dempster
Lourenço Marques...	June	<i>Thorscape</i>	Kerr Steamships
Lourenço Marques...	June 28-July 8	<i>Fantee</i>	Elder Dempster
Lourenço Marques...	July	<i>Thorsisle</i>	Kerr Steamships
Beira.....	May 12-24	<i>Indore</i>	Elder Dempster
	June 18-28	<i>New Texas</i>	Elder Dempster
Mombasa.....	Apr. 29-May 6	<i>Norden</i>	Kerr Steamships
Mombasa.....	June	<i>Thorscape</i>	Kerr Steamships
Mombasa.....	July	<i>Thorsisle</i>	Kerr Steamships
<b>Africa-South—</b>			
	Apr. 26-May 9	<i>Cottrell</i>	Elder Dempster
	Apr. 29-May 6	<i>Norden</i>	Kerr Steamships
	May 12-24	<i>Indore</i>	Elder Dempster
Cape Town.....	May 25-30	<i>Halifax County</i>	March Shipping
Port Elizabeth.....	May 27-June 8	<i>Chandler</i>	Elder Dempster
East London.....	June 8-18	<i>Cambray</i>	Elder Dempster
Durban.....	June 18-28	<i>New Texas</i>	Elder Dempster
	June	<i>Thorscape</i>	Kerr Steamships
	June 28-July 8	<i>Fantee</i>	Elder Dempster
	July	<i>Thorsisle</i>	Kerr Steamships
<b>Argentina—</b>			
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
Buenos Aires.....	June 21-25	<i>Bowhill</i>	Cunard Donaldson
<b>Australia—</b>			
Brisbane.....	Apr. 28-May 5	<i>Port Saint John</i>	Montreal Australia New Zealand Line
Sydney.....			
Geelong.....			
Melbourne.....			
Adelaide.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Australia—Con.</b>			
Brisbane.....	Late May	<i>A Ship</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	Apr. 24—May 1	<i>Tunaholm</i>	Swedish American
Antwerp.....	Apr. 24—May 3	<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 3-8	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	May 6	<i>Kent County</i>	Canada Steamships
Antwerp.....	May 10-15	<i>Marchcape</i>	Montreal Shipping
Antwerp.....	May 12	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	May 13-19	<i>Krageholm</i>	Swedish American
Antwerp.....	May 15	<i>Ravnefjell</i>	Brock Shipping
Antwerp.....	May 17-23	<i>Mont Alla</i>	Montreal Shipping
Antwerp.....	May 18	<i>Prins Frederik Hendrik</i>	Shipping Limited
Antwerp.....	May 24-29	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	May 26	<i>Prins Johan Willem</i>	
		<i>Friso</i>	Shipping Limited
Antwerp.....	May 30	<i>Hemsefjell</i>	Brock Shipping
Antwerp.....	June 2	<i>Prins Willem Van</i>	
		<i>Orange</i>	Shipping Limited
Antwerp.....	Early June	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	June 5	<i>Hedel</i>	Shipping Limited
Antwerp.....	June 15	<i>Sranefjell</i>	Brock Shipping
Antwerp.....	June 15	<i>Prins Willem IV</i>	Shipping Limited
<b>Brazil—</b>			
Rio de Janeiro.....	May 1-6	<i>Beacon Grange</i>	Furness Withy
Santos.....	May 5-10	<i>John P. Harris</i>	Robert Reford
	May 26	<i>Mormacsea</i>	Montreal Shipping
<b>British Honduras—</b>			
Belize.....	May 15-20	<i>Apollo (r)</i>	Saguenay Terminals
<b>Burma—</b>			
Rangoon.....	April 24-30	<i>Bayside</i>	March Shipping
<b>Celebes—</b>			
Macassar.....	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
<b>Ceylon—</b>			
Colombo.....	April 25-30	<i>Bayside</i>	March Shipping
Colombo.....	May 5	<i>City of Dundee</i>	McLean Kennedy
Colombo.....	May 15-25	<i>A Ship</i>	March Shipping
Colombo.....	May 20	<i>Catrine</i>	McLean Kennedy
Colombo.....	June 5	<i>Merchant Prince</i>	McLean Kennedy
<b>China—</b>			
Shanghai.....	April 24-30	<i>Bayside</i>	McLean Kennedy
Shanghai.....	May 1-4	<i>Priam</i>	Cunard Donaldson
Shanghai.....	May 6	<i>City of Glasgow</i>	McLean Kennedy
Shanghai.....	May 15-25	<i>A Ship</i>	McLean Kennedy
Shanghai.....	June 9	<i>City of Khartoum</i>	McLean Kennedy
<b>Colombia—</b>			
Barranquilla.....	May 15-20	<i>Apollo (r)</i>	Saguenay Terminals
Cartagena.....			
Barranquilla.....	May 12-15	<i>Sparreholm</i>	Swedish American
<b>Cuba—</b>			
Havana.....	May 12-15	<i>Sparreholm</i>	Swedish American
<b>Denmark—</b>			
Copenhagen.....	Apr. 29—May 3	<i>Danaholm</i>	Swedish American
	May 12-14	<i>Erland</i>	Swedish American
	May 13-19	<i>Krageholm</i>	Swedish American
<b>Eire—</b>			
Dublin.....	May 22-26	<i>Torr Head</i>	McLean Kennedy
Dublin.....	April 30	<i>Irish Poplar</i>	Shipping Limited
Cork.....	May 31	<i>Irish Ash</i>	Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Egypt—</b>			
Alexandria.....	May 8-14	<i>Calchas</i>	Cunard Donaldson
Port Said.....			
Suez.....			
Alexandria.....	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Port Said.....			
Alexandria.....	May 5-10	<i>Dan-y-Bryn</i>	McLean Kennedy
Port Said.....			
<b>Finland—</b>			
Helsinki.....	Apr. 29-May 3	<i>Danaholm</i>	Swedish American
Helsinki.....	May 12-14	<i>Erland</i>	Swedish American
Helsinki.....	May 13-19	<i>Krageholm</i>	Swedish American
<b>France—</b>			
Le Havre.....	Apr. 24-May 1	<i>Tunaholm</i>	Swedish American
Le Havre.....	Apr. 28-May 4	<i>Mortain</i>	Furness Withy
Le Havre.....	May 3-8	<i>Mont Sorrel</i>	Montreal Shipping
Le Havre.....	May 6	<i>Kent County</i>	Canada Steamships
Le Havre.....	May 10-15	<i>Marchcape</i>	Montreal Shipping
Le Havre.....	May 13-19	<i>Krageholm</i>	Swedish American
Le Havre.....	May 17-23	<i>Mont Alta</i>	Montreal Shipping
Le Havre.....	May 24-29	<i>Mont Clair</i>	Montreal Shipping
<b>Germany—</b>			
Bremerhaven.....	Apr. 28-May 3	<i>Beaverbrae</i>	Canadian Pacific
Hamburg.....	Apr. 24-May 1	<i>Tunaholm</i>	Swedish American
Hamburg.....	Apr. 24-May 3	<i>Mont Sandra</i>	Montreal Shipping
Hamburg.....	Apr. 27-May 5	<i>A Ship</i>	Montreal Shipping
Hamburg.....	Apr. 26-May 1	<i>Marchcape</i>	Montreal Shipping
Hamburg.....	Apr. 30-May 7	<i>Beaconsfield</i>	Cunard Donaldson
Hamburg.....	May 3-8	<i>Mont Sorrel</i>	Montreal Shipping
Hamburg.....	May 10-15	<i>Marchcape</i>	Montreal Shipping
Hamburg.....	May 13-19	<i>Krageholm</i>	Swedish American
Hamburg.....	May 17-23	<i>Mont Alta</i>	Montreal Shipping
Hamburg.....	May 24-29	<i>Mont Clair</i>	Montreal Shipping
Hamburg.....	Early June	<i>Beckenham</i>	Cunard Donaldson
<b>Gibraltar.....</b>	Apr. 25-May 10	<i>Mont Sandra</i>	Montreal Shipping
<b>Greece—</b>			
Piraeus.....	May 1-3	<i>Grigorios C. III.</i>	Cunard Donaldson
Patras.....			
Piraeus.....	Apr. 25-May 10	<i>Mont Gaspé</i>	Montreal Shipping
<b>Hong Kong.....</b>	April 24-30	<i>Bayside</i>	March Shipping
	May 1-4	<i>Priam</i>	Cunard Donaldson
	May 6	<i>City of Glasgow</i>	McLean Kennedy
	May 16-25	<i>A Ship</i>	March Shipping
	June 9	<i>City of Khartoum</i>	McLean Kennedy
<b>India—</b>	April 24-30	<i>Bayside</i>	Montreal Shipping
	May 5	<i>City of Dundee</i>	McLean Kennedy
	May 5-10	<i>Dan-y-Bryn</i>	McLean Kennedy
	May 15-25	<i>A Ship</i>	March Shipping
	May 20	<i>Catrine</i>	McLean Kennedy
	June 5	<i>Merchant Prince</i>	McLean Kennedy
<b>Italy—</b>			
West Coast Ports...	May 20-28	<i>Italo Marsano</i>	Montreal Shipping
Naples.....	Apr. 25-May 10	<i>Mont Gaspé</i>	Montreal Shipping
Genoa.....			
Genoa.....	May 1-3	<i>Grigorios C. III.</i>	Cunard Donaldson
<b>Malaya—</b>			
Penang.....	April 24-30	<i>Bayside</i>	March Shipping
Port Swettenham...	May 8-14	<i>Calchas</i>	Cunard Donaldson
	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Mediterranean—</b> Central and Western.....	{ Apr. 25–May 10 May 20–28	<i>Mont Gaspé</i> <i>Italo Marsano</i>	Montreal Shipping Montreal Shipping
<b>Mexico—</b> Veracruz.....	May 12–15	<i>Sparreholm</i>	Swedish American
	{ Apr. 26–May 3 Apr. 30–May 7 May 3–8 May 10–15 May 12 May 17–23 May 18 May 24–29 May 26	<i>Mont Sandra</i> <i>Beaconsfield</i> <i>Mont Sorrel</i> <i>Marchcape</i> <i>Prins Alexander</i> <i>Mont Alta</i> <i>Prins Frederik Hendrik</i> <i>Mont Clair</i> <i>Prins Johan Willem</i> <i>Friso</i> <i>Prins Willem Van</i> <i>Oranje</i> <i>Beckenham</i> <i>Hedel</i> <i>Prins Willem IV</i>	Montreal Shipping Cunard Donaldson Montreal Shipping Montreal Shipping Shipping Limited Montreal Shipping Shipping Limited Montreal Shipping Shipping Limited Shipping Limited Cunard Donaldson Shipping Limited Shipping Limited
<b>Netherlands—</b> Amsterdam.....	June 2	<i>Tunaholm</i> <i>Marchcape</i> <i>Kent County</i> <i>Ravnefjell</i> <i>Krageholm</i> <i>Hemsefjell</i> <i>Svanefjell</i>	Swedish American Montreal Shipping Canadian Steamships Brock Shipping Swedish American Brock Shipping Brock Shipping
Rotterdam.....	Apr. 24–May 1		
Rotterdam.....	Apr. 26–May 3		
Rotterdam.....	May 6		
Rotterdam.....	May 10		
Rotterdam.....	May 13–19		
Rotterdam.....	May 30		
Rotterdam.....	June 15		
<b>Netherlands East Indies—</b> Batavia.....	May 8–14 May 27–June 2	<i>Calchas</i> <i>Agapenor</i>	Cunard Donaldson Cunard Donaldson
Cheribon.....			
Samarang.....			
Soerabaya.....			
Batavia.....	May 26–29	<i>Steel Advocate</i>	Isthmian Steamships
Soerabaya.....			
<b>Netherlands West Indies—</b> Curaçao.....	May 15–20	<i>Apollo (r)</i>	SaguenaY Terminals
<b>Newfoundland—</b> St. John's.....	May 10–13	<i>Blue Peter II.</i> <i>Blue Peter II.</i>	Montreal Shipping Montreal Shipping
St. John's.....	May 26–29		
<b>New Zealand—</b> Auckland.....	Late May	<i>Port Halifax</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
<b>Northern Ireland—</b> Belfast.....	June 3	<i>Lord Glentoran</i>	McLean Kennedy
<b>Norway—</b> Oslo.....	{ April 22–26 Apr. 29–May 3 May 12–14 May 13–19 May 15 June 5 June 25	<i>Norefjord</i> <i>Danaholm</i> <i>Erland</i> <i>Krageholm</i> <i>Rutenfjell</i> <i>Ornefjell</i> <i>Carmelfjell</i>	March Shipping Swedish American Swedish American Swedish American Brock Shipping Brock Shipping Brock Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
<b>Philippines—</b> Manila.....	May 1–4	<i>Priam</i> <i>City of Glasgow</i> <i>City of Khartoum</i>	Cunard Donaldson McLean Kennedy McLean Kennedy
Manila.....	May 6		
Manila.....	June 9		
<b>Poland—</b> Gdansk.....	Apr. 29–May 3	<i>Danaholm</i> <i>Erland</i> <i>Krageholm</i>	Swedish American Swedish American Swedish American
Gdansk.....	May 12–14		
Gdansk.....	May 13–19		

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Portugal—</b>			
Lisbon.....	Apr. 25–May 10	<i>Mont Gaspe</i>	Montreal Shipping
Lisbon.....	May 20–28	<i>Italo Marsano</i>	Montreal Shipping
<b>Singapore.....</b>	April 24–30	<i>Bayside</i>	March Shipping
	May 8–14	<i>Calchas</i>	Cunard Donaldson
	May 26–29	<i>Steel Advocate</i>	Isthmian Steamships
	May 15–25	<i>A Ship</i>	March Shipping
	May 27–June 2	<i>Agapenor</i>	Cunard Donaldson
<b>Sweden—</b>			
Gothenburg.....	Apr. 29–May 3	<i>Danaholm</i>	Swedish American
Malmö.....			
Norrköping.....			
Stockholm.....			
	May 12–14	<i>Erland</i>	Swedish American
	May 13–19	<i>Krageholm</i>	Swedish American
<b>Syria—</b>			
Beirut.....	May 1–3	<i>Grigorios C. III.</i>	Cunard Donaldson
<b>Trieste.....</b>	May 1–3	<i>Grigorios C. III.</i>	Cunard Donaldson
<b>Turkey—</b>			
Istanbul.....	May 1–3	<i>Grigorios C. III.</i>	Cunard Donaldson
<b>United Kingdom—</b>			
Avonmouth.....	April 23–30	<i>Dorelian (r)</i>	Cunard Donaldson
Avonmouth.....	Apr. 26–May 1	<i>Manchester Division (r)</i>	Furness Withy
Avonmouth.....	May 6–12	<i>Moveria (r)</i>	Cunard Donaldson
Avonmouth.....	May 27–June 3	<i>Norwegian</i>	Cunard Donaldson
Glasgow.....	April 24–30	<i>Laurentia</i>	Cunard Donaldson
Glasgow.....	May 20–27	<i>Delilian (r)</i>	Cunard Donaldson
Glasgow.....	May 30–June 8	<i>Laurentia</i>	Cunard Donaldson
Hull.....	May 1	<i>Marengo (r)</i>	McLean Kennedy
Hull.....	May 12	<i>Consuelo (r)</i>	McLean Kennedy
Liverpool.....	April 24–30	<i>Empress of Canada (r)</i>	Canadian Pacific
Liverpool.....	May 2–7	<i>Fort Musquarro</i>	Cunard Donaldson
Liverpool.....	May 9–17	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	May 14–19	<i>Ascania (r)</i>	Cunard Donaldson
Liverpool.....	May 21–28	<i>Arabia (r)</i>	Cunard Donaldson
Liverpool.....	May 22–26	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	June 3	<i>Lord Glentoran</i>	McLean Kennedy
London.....	Apr. 25–May 1	<i>Beaverdell (r)</i>	Canadian Pacific
London.....	Apr. 28–May 3	<i>Beaverbrae (r)</i>	Canadian Pacific
London.....	Apr. 29–May 5	<i>Beaverlake (r)</i>	Canadian Pacific
London.....	May 10	<i>Ravnefjell</i>	Brock Shipping
London.....	May 11–17	<i>Asia (r)</i>	Cunard Donaldson
London.....	May 11–17	<i>Beavercove (r)</i>	Canadian Pacific
London.....	May 21–28	<i>Vandalia</i>	Cunard Donaldson
Manchester.....	Apr. 26–May 1	<i>Manchester City (r)</i>	Furness Withy
Manchester.....	May 3–8	<i>Manchester Regiment (r)</i>	Furness Withy
Manchester.....	May 10–15	<i>Manchester Progress (r)</i>	Furness Withy
Manchester.....	May 17–22	<i>Manchester Trader (r)</i>	Furness Withy
<b>Uruguay—</b>			
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
Montevideo.....	June 21–25	<i>Bowhill</i>	Cunard Donaldson
<b>Venezuela—</b>			
La Guaira.....	May 15–20	<i>Apollo (r)</i>	Saguenay Terminals
Maracaibo.....			
La Guaira.....	May 12–15	<i>Sparreholm</i>	Swedish American
Puerto Cabello.....			
<b>West Indies—</b>			
Bermuda.....	April 26–30	<i>*Canadian Constructor (r)</i>	Canadian National
	Apr. 27–May 6	<i>*Alcoa Polaris (r)</i>	Alcoa Steamships
	May 11–20	<i>*Alcoa Pointer</i>	Alcoa Steamships
	May 25–June 3	<i>*A Ship</i>	Alcoa Steamships
	June 8–17	<i>*A Ship</i>	Alcoa Steamships

## Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies—Con.</b>			
Antigua.....	April 26-30 Apr. 27-May 6 May 11-20 May 25-June 3 June 8-17	* <i>Canadian Constructor</i> (r) * <i>Alcoa Polaris</i> (r) * <i>Alcoa Pointer</i> * <i>A Ship</i> * <i>A Ship</i>	Canadian National Alcoa Steamships Alcoa Steamships 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.....			
Jamaica.....	May 12-15	<i>Sparreholm</i>	Swedish American
British Guiana.....	April 26-30	* <i>Canadian Constructor</i> (r) * <i>Alcoa Polaris</i> (r) * <i>Alcoa Pointer</i> * <i>A Ship</i> * <i>A Ship</i>	Canadian National Alcoa Steamships Alcoa Steamships Alcoa Steamships Alcoa Steamships
	Apr. 27-May 6		
	May 11-29		
	May 28-June 3 June 8-17		

## Departures from Halifax

\*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Celebes—</b> Macassar.....	April 27-29	<i>Legion Victory</i>	Isthmian Steamships
<b>China—</b> Shanghai.....	April 25-30	<i>Riverside</i>	March Shipping
<b>Cuba—</b> Santiago.....	May 4-7	<i>Lake Traverse</i> <i>Dufferin Bell</i>	Pickford and Black Pickford and Black
Santiago.....	May 25-28		
<b>Hong Kong.....</b>	April 25-30	<i>Riverside</i>	March Shipping
<b>Iceland—</b> Reykjavik.....	April 20-25	<i>Fjallfoss</i>	F. K. Warren
<b>Newfoundland—</b> St. John's.....	Apr. 20-May 1	<i>Mayhaven</i> <i>Vera B. Humby</i> <i>Newfoundland</i> <i>Marlorita</i> <i>Mayhaven</i> <i>Mayhaven</i> <i>Mayhaven</i>	Shaw Steamships Rowlings Limited Furness Withy Rowlings Limited Shaw Steamships Shaw Steamships Shaw Steamships
St. John's.....	April 27-30		
St. John's.....	Apr. 27-May 1		
St. John's.....	Apr. 30-May 1		
St. John's.....	May 10-12		
St. John's.....	May 21-24		
St. John's.....	June 1-3		
<b>St. Pierre et</b> <b>Miquelon.....</b>	May 10-12 May 21-24	<i>Mayhaven</i> <i>Mayhaven</i>	Shaw Steamships Shaw Steamships
<b>United Kingdom—</b> Liverpool.....	Apr. 27-May 1	<i>Newfoundland</i>	Furness Withy
London.....	Apr. 28-May 2	<i>Resoute</i>	A. G. Jones Co.
<b>West Indies—</b> Jamaica.....	May 4-7 May 25-28	<i>Lake Traverse</i> <i>Dufferin Bell</i>	Pickford and Black Pickford and Black

## Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Colombia—</b>			
Baranquilla.....	May 1-7	<i>Shakespeare Park</i>	Saguenay Terminals
Baranquilla.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
<b>Dominican Republic—</b>			
Ciudad Trujillo.....	May 1-7	<i>Shakespeare Park</i>	Saguenay Terminals
Ciudad Trujillo.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
<b>Eire—</b>			
Dublin.....	May 7	<i>Inishowen Head</i>	McLean Kennedy
<b>Haiti—</b>			
Port au Prince.....	May 1-7	<i>Shakespeare Park</i>	Saguenay Terminals
Port au Prince.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
<b>Northern Ireland—</b>			
Belfast.....	May 7	<i>Inishowen Head</i>	McLean Kennedy
<b>United Kingdom—</b>			
Liverpool.....	May 7	<i>Inishowen Head</i>	McLean Kennedy
Manchester.....	May 18-22	<i>Manchester Commerce (r)</i>	Furness Withy
<b>Venezuela—</b>			
La Guaira.....	May 1-7	<i>Shakespeare Park</i>	Saguenay Terminals
Puerto Cabello.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals

## Departures from Vancouver

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

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques..}	May 3	<i>Silverteak</i>	Dingwall Cotts
Beria.....}	June 8	<i>Utrecht</i>	Dingwall Cotts
<b>Africa-South—</b>			
Cape Town.....}	Apr. 24-May 9	<i>Lake Minnewanka</i>	North Pacific Shipping
Port Elizabeth.....}	May 3	<i>Silverteak</i>	Dingwall Cotts
East London.....}	June 8	<i>Utrecht</i>	Dingwall Cotts
Durban.....}			
<b>Argentina—</b>			
Buenos Aires.....	May 10	<i>Falkanger</i>	Empire Shipping
<b>Australia—</b>			
Melbourne.....}	May 20	<i>Waihemo</i>	Canadian Australasian
Sydney.....}			
Sydney.....}	May 3-10	<i>Barranduna</i>	Empire Shipping
Melbourne.....}			
Brisbane.....}			
Hobart.....}	June 1	<i>Waikawa</i>	Canadian Australasian
Sydney.....}			
Melbourne.....}			
Newcastle.....}	June	<i>Mangarella</i>	Empire Shipping
Sydney.....}			
Melbourne.....}			
Adelaide.....}			

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Belgium—</b>			
Antwerp.....	May 5	<i>Pont l'Eveque</i>	Empire Shipping
Antwerp.....	May 10	<i>La Plata</i> (r)	Gardner Johnson
Antwerp.....	May 20	<i>Port en Bassin</i>	Empire Shipping
<b>Burma—</b>			
Rangoon.....	May 5	<i>Manx Sailor</i>	Dingwall Cotts
Rangoon.....	May 14-15	<i>China Mail</i> (r)	American Mail Line
<b>Canal Zone—</b>			
Balboa.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
Balboa.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Cristobal.....			
<b>Ceylon—</b>			
Colombo.....	May 14-15	<i>China Mail</i> (r)	American Mail Line
Colombo.....	June 10	<i>Höegh Silverlight</i>	Dingwall Cotts
<b>Chile—</b>			
Arica.....	May 4	<i>Santa Adela</i> (r)	Gardner Johnson
Antofagasta.....			
Arica.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
Antofagasta.....			
Valparaiso.....	May 10	<i>Falkanger</i>	Empire Shipping
<b>China—</b>			
Shanghai.....	Apr. 27-May 12	<i>Lake Cowichan</i>	Anglo Canadian
Shanghai.....	Apr. 30-May 1	<i>Oregon Mail</i> (r)	American Mail Line
Shanghai.....	May 21-22	<i>Washington Mail</i> (r)	American Mail Line
Shanghai.....	May 28-29	<i>India Mail</i>	American Mail Line
Shanghai.....	May 18	<i>Vingnes</i>	Empire Shipping
Taku Bar.....	June 20	<i>Vito</i>	Empire Shipping
<b>Colombia—</b>			
Buenaventura.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
Buenaventura.....	May 15	<i>Don Anselmo</i>	Empire Shipping
<b>Costa Rica—</b>			
Puntarenas.....	May 28	<i>Coastal Adventurer</i>	Gardner Johnson
<b>Ecuador—</b>			
Guayaquil.....	May 4	<i>Santa Adela</i> (r)	Gardner Johnson
Guayaquil.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
<b>France—</b>			
Le Havre.....	May 5	<i>Pont L'Eveque</i>	Empire Shipping
Le Havre.....	May 20	<i>Port au Bassin</i>	Empire Shipping
<b>Greece—</b>			
Piraeus.....	May 10	<i>Samuel Colt</i>	Empire Shipping
Salonica.....	May 20	<i>Aristotelis</i>	Empire Shipping
<b>Guatemala—</b>			
San Jose.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
San Jose.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
<b>Honduras—</b>			
Amapala.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
<b>Hong Kong.....</b>	(Apr. 30-May 1	<i>Oregon Mail</i> (r)	American Mail Line
	May 14	<i>Bougainville</i>	Balfour Guthrie
	May 18	<i>Vingnes</i>	Empire Shipping
	May 21-22	<i>Washington Mail</i> (r)	American Mail Line
	June 14	<i>Roseville</i>	Balfour Guthrie
	June 20	<i>Vito</i>	Empire Shipping
<b>India and Pakistan—</b>			
Bombay.....	May 10	<i>Rotti</i>	Dingwall Cotts
Karachi.....	June 10	<i>Höegh Silverlight</i>	Dingwall Cotts

**Departures from Vancouver—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>India and Pakistan</b>			
—Con.	May 5	<i>Manx Sailor</i>	Dingwall Cotts
Madras.....	May 14-15	<i>China Mail (r)</i>	American Mail Line
Calcutta.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
<b>Italy—</b>			
Genoa.....	May 10	<i>Samuel Colt</i>	Empire Shipping
Naples.....	May 22	<i>Aristotelis</i>	Empire Shipping
<b>Japan—</b>			
Yokohama.....	Apr. 30-May 1	<i>Oregon Mail (r)</i>	American Mail Line
Yokohama.....	May 21-22	<i>Washington Mail (r)</i>	American Mail Line
Yokohama.....	May 28-29	<i>India Mail</i>	American Mail Line
<b>Malaya—</b>			
Penang.....	May 14	<i>Bougainville</i>	Balfour Guthrie
Port Swettenham...	May 14-15	<i>China Mail (r)</i>	American Mail Line
	June 14	<i>Roseville</i>	Balfour Guthrie
<b>Mexico—</b>			
Acapulco.....	May 28	<i>Coastal Adventurer (r)</i>	Gardner Johnson
Manzanillo.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
<b>Netherlands—</b>			
Rotterdam.....	May 5	<i>Pont l'Eveque</i>	Empire Shipping
Rotterdam.....	May 20	<i>Port en Bassin</i>	Empire Shipping
<b>Netherlands East Indies—</b>			
Batavia.....	May 5	<i>Manx Sailor</i>	Dingwall Cotts
Soerabaya.....	May 10	<i>Rotti</i>	Dingwall Cotts
	May 14	<i>Bougainville</i>	Balfour Guthrie
	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
	June 10	<i>Høegh Silverlight</i>	Dingwall Cotts
	June 14	<i>Roseville</i>	Balfour Guthrie
<b>New Zealand—</b>			
Auckland.....	May 15	<i>Waitemata</i>	Canadian Australasian
Wellington.....			
Lyttleton.....			
Dunedin.....			
Auckland.....	June 1	<i>Waikawa</i>	Canadian Australasian
Wellington.....			
<b>Peru—</b>			
Callao.....	May 4	<i>Santa Adela (r)</i>	Gardner Johnson
Talara.....			
Callao.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
Mollendo.....			
<b>Philippines—</b>			
	Apr. 30-May 1	<i>Oregon Mail (r)</i>	American Mail Line
	May 5	<i>Manx Sailor</i>	Dingwall Cotts
Manila.....	May 14	<i>Bougainville</i>	Balfour Guthrie
Iloilo.....	May 21-22	<i>Washington Mail</i>	American Mail Line
Cebu.....	May 28-29	<i>India Mail</i>	American Mail Line
	June 10	<i>Høegh Silverlight</i>	Dingwall Cotts
	June 14	<i>Roseville</i>	Balfour Guthrie
Manila.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
Iloilo.....			
Manila.....	May 10	<i>Rotti</i>	Dingwall Cotts
Manila.....	May 14-15	<i>China Mail (r)</i>	American Mail Line
Manila.....	May 18	<i>Vingnes</i>	Empire Shipping
Manila.....	June 20	<i>Vito</i>	Empire Shipping
<b>Salvador—</b>			
La Union.....	May 15	<i>Don Anselmo</i>	Empire Shipping
La Libertad.....	May 28	<i>Coastal Adventurer (r)</i>	Gardner Johnson
La Libertad.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
<b>Singapore.....</b>	May 10	<i>Rotti</i>	Dingwall Cotts
	May 14	<i>Bougainville</i>	Balfour Guthrie
	May 14-15	<i>China Mail (r)</i>	American Mail Line
	June 14	<i>Roseville</i>	Balfour Guthrie

## Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>Society Islands—</b>			
Papeete.....	May 15	<i>Waitemata</i>	Canadian Australasian
Papeete.....	June 1	<i>Waikawa</i>	Canadian Australasian
<b>Sweden—</b>			
Göteborg.....	May 10	<i>La Plata (r)</i>	Gardner Johnson
Helsingborg.....			
Malmö.....			
Stockholm.....			
<b>Tonga—</b>			
Nukualofa.....	May 20	<i>Waihemo</i>	Canadian Australasian
<b>United Kingdom—</b>			
Manchester.....	May 17–21	<i>Pacific Importer</i>	Furness Pacific
Manchester.....	Late June	<i>Pacific Shipper</i>	Furness Pacific
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
<b>Uruguay—</b>			
Montevideo.....	May 10	<i>Falkanger</i>	Empire Shipping
<b>Venezuela—</b>			
Puerto Cabello.....	May 15	<i>Don Anselmo</i>	Empire Shipping
La Guaira.....			
Maracaibo.....			
Guanta.....			
Bachaquero.....			

In recent years there has been an increasing number of foreign trade visitors coming to Canada. Many of them are agents seeking representation but their members include buyers for departmental stores and importers from abroad. These visitors usually arrive in Canada with letters of introduction from the Canadian Trade Commissioners and banks abroad. In the case of a foreign trade visitor bearing a letter of introduction from the Trade Commissioner, it can be assumed that confidential information as to the status of the visitor is available at the Department of Trade and Commerce in Ottawa. It is the practice of the Department to notify the Boards of Trade, Canadian Manufacturers' Association and Canadian Exporters' Association of any known foreign trade visitors coming to Canada. In the case of foreign trade visitors seeking representation and, as a result of such visits, a Canadian firm already represented in that area abroad is considering switching its agency to the visitor's firm, it is strongly recommended that the Canadian firm consult the Trade Commissioner, or its bank, in the territory concerned, as to the merits of the respective agents before making any final decision. (See our *ABC of Canadian Export Trade*, page 15.)

## 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 Apr. 12	Nominal Quotations Apr. 19
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2500	.2500
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

# Foreign Trade Service

## Head Office Directory

The work of the Service is co-ordinated by an executive committee, of which the undernoted directors are members, and the Deputy Minister of the Department of Trade and Commerce is chairman.

Head office personnel, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers in parentheses, are as follows:

### Trade Commissioner Service

Director, G. R. Heasman (2530)

Assistant Director, H. W. Cheney (3058)

#### *Area Officers—*

*Asia*, G. S. Hall (5249)

*British Commonwealth*, (4404)

*Europe*, R. T. Young (4404); R. W. Rosenthal (5249); K. Nyenhuis (4404)

*Latin America*, A. Savard (7641)

*Agricultural Officer*, T. N. Beaupré (6800)

### Export Division

Acting Director, G. A. Newman (5983)

Assistant to Director, A. E. Fortington (5670)

#### *Foods Section—Chief, H. A. Gilbert (2380)*

Livestock and products, D. G. W. Douglas (5859)

Fish and fish products, T. R. Kinsella (7385)

Plants and products, G. F. Chingan (7523)

Dairy and poultry products, K. L. Melvin (3172)

#### *Machinery, Metals and Chemicals Section—Chief, E. C. Thorne (4082)*

Machinery and industrial equipment, E. C. Thorne (4082)

Iron and steel products, L. G. Dornan (7060)

Non-ferrous metals and non-metallic minerals, A. M. Tedford (7546)

Chemicals and allied products, S. G. Barkley (7601)

Electrical machinery and equipment, A. S. MacRae (7060)

Automotive equipment and vehicles, J. J. Kealey (7168)

#### *Textiles, Leather and Rubber Section—Chief, G. R. Poley (3004)*

Textiles and apparel, G. R. Poley and E. G. Gerridzen (3004)

Leather, rubber and products (3304)

#### *Wood and Paper Section—Chief, G. H. Rochester (4863)*

Wood and products, G. H. Rochester (4863) and J. C. Dunn (4863)

Paper and products, E. Clarke and N. R. Chappell (6974)

#### *General Products Section—Chief, W. H. Grant (3209)*

General products and durable consumer goods, W. H. Grant (3209)

Consumer Metal Products, E. L. Smith (5666)

Miscellaneous products, P. G. Jones (4160)

#### *Exporters' Directory—G. L. Tighe (Acting) (6681)*

*Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640)*

*Token Shipments to United Kingdom—A. E. Fortington (5670)*

# Foreign Trade Service

## Head Office Directory—*Concluded*

### Import Division

**Director, Denis Harvey (5417)**

Assistant Director, C. F. McGinnis (7163)

**Raw Materials Section**—Chief, C. F. McGinnis (7163)

Food and groceries, E. B. Paget (4161)

Fibres and textiles, A. C. Fairweather (7815)

Hides, skins, leather and rubber, F. T. Carten (7815)

Drugs, chemicals and non-metallic minerals, P. E. Jensen (6958)

Coal, iron and steel (6905)

Tin, antimony and other non-ferrous metals (7815)

**Manufactured Goods Section**—Chief, H. B. Scully (6519)

G. C. Clarke (3873) and G. W. Rahm (6958)

**Trade Services Section**—Chief, A. J. Langdon (6905)

Foreign export controls, W. G. Hopkins (6552)

Trade services directory (6905)

Commodity research and trade statistics (6905)

**Importers' Directory and General Information (7953)**

### Commercial Relations and Foreign Tariffs Division

**Director, H. R. Kemp (5151)**

**Treaty Research Section**—Acting Chief, A. L. Neal (7696)

L. E. Couillard (7594)

**Foreign Tariffs Section**—Chief, G. C. Cowper (2250)

*United States*, G. C. Cowper (2250)

*British Commonwealth*, Miss H. K. Potter (2250)

*Europe*, E. J. McMeekin (2250)

*Latin America*, H. V. Jarret (5642)

### Industrial Development Division

**Director, G. D. Mallory (3819)**

Assistant Director, B. R. Hayden (7886)

Administrative Officer, J. H. Boyd (7886)

### Transportation and Communications Division

**Director, W. J. Fisher (6236)**

### Trade Publicity Division

**Director, B. C. Butler (2479)**

Assistant Director, J. Fergus Grant (2186)

**Advertising and News Section**—Chief, R. M. Williams (6588)

## Foreign Trade Service Abroad

Offices of the Canadian Trade Commissioner service are located in thirty-four countries. Trade Commissioners are responsible to headquarters in Ottawa for the development of commercial relations with many other countries within their respective territories, as set forth in the alphabetical list below.

It is recommended that prospective exporters and importers should communicate with the Director of the Trade Commissioner Service, in Ottawa, before discussing their various problems with Trade Commissioners, as much of the information required can be made available to them by officers at headquarters responsible for the various geographical areas.

Country	Post Responsible	Country	Post Responsible
Algeria.....	Paris	Madeira.....	Lisbon
Angola.....	Leopoldville	Malta.....	Rome
Argentina.....	Buenos Aires	Malayan Union.....	Singapore
Australia.....	Sydney and Melbourne	Mauritius.....	Cape Town
Azores.....	Lisbon	Mexico.....	Mexico City
Bahamas.....	Kingston, Jamaica	Netherlands.....	The Hague
Barbados.....	Port of Spain	Netherlands East Indies.....	Singapore
Belgian Congo.....	Leopoldville	Netherlands Guiana.....	Port of Spain
Belgium.....	Brussels	Netherlands West Indies.....	Caracas, Venezuela
Bermuda.....	New York	Newfoundland.....	St. John's
Bolivia.....	Santiago, Chile	New Zealand.....	Wellington
Brazil.....	Rio de Janeiro and São Paulo	Nicaragua.....	Guatemala City
British Guiana.....	Port of Spain	Nigeria.....	London
British Honduras.....	Kingston, Jamaica	North Borneo.....	Singapore
Brunei.....	Singapore	Northern Ireland.....	Belfast
Burma.....	Bombay	Northern Rhodesia.....	Johannesburg
Canal Zone.....	Bogotá, Colombia	Norway.....	Oslo
Canary Islands.....	Lisbon	Nyasaland.....	Johannesburg
Ceylon.....	Bombay	Pakistan.....	Karachi
Chile.....	Santiago	Palestine.....	Cairo
China.....	Shanghai	Panama.....	Bogotá, Colombia
Colombia.....	Bogotá	Paraguay.....	Buenos Aires
Costa Rica.....	Guatemala City	Peru.....	Lima
Cuba.....	Havana	Philippine Islands.....	Hong Kong
Cyprus.....	Cairo, Egypt	Portugal.....	Lisbon
Czechoslovakia.....	Rome	Portuguese East Africa.....	Johannesburg
Denmark.....	Oslo, Norway	Puerto Rico.....	Havana, Cuba
Dominican Republic.....	Havana, Cuba	Salvador.....	Guatemala City
Ecuador.....	Lima, Peru	Sarawak.....	Singapore
Egypt.....	Cairo	Scotland.....	Glasgow
England.....	London and Liverpool	Siam.....	Singapore
Falkland Islands.....	Buenos Aires	Sierra Leone.....	London
Fiji.....	Wellington, New Zealand	Singapore.....	Singapore
Finland.....	Stockholm	South Africa.....	Johannesburg and Cape Town
France.....	Paris	South China.....	Hong Kong
French Equatorial Africa.....	Leopoldville	South-West Africa.....	Cape Town
French Guiana.....	Port of Spain	Southern Rhodesia.....	Johannesburg
French Indo-China.....	Hong Kong	Spain.....	Lisbon
French Morocco.....	Paris	Spanish Morocco.....	Lisbon
French West Indies.....	Port of Spain	Sudan.....	Cairo
Gambia.....	London	Sweden.....	Stockholm
Gibraltar.....	Lisbon	Switzerland.....	Paris
Gold Coast.....	London	Syria.....	Cairo
Greece.....	Athens	Tanganyika.....	Johannesburg
Greenland.....	Oslo	Tasmania.....	Melbourne
Guatemala.....	Guatemala City	Trinidad.....	Port of Spain
Haiti.....	Havana, Cuba	Tunisia.....	Paris
Hawaii.....	Los Angeles	Turkey.....	Athens
Hong Kong.....	Hong Kong	Uganda.....	Johannesburg
Iceland.....	Glasgow	United States.....	Washington, New York, Chicago and Los Angeles
India.....	Bombay	United Kingdom.....	London, Liverpool and Glasgow
Iran (Persia).....	Cairo	Uruguay.....	Buenos Aires
Iraq (Mesopotamia).....	Cairo	Venezuela.....	Caracas
Ireland.....	Dublin	Wales.....	Liverpool
Italy.....	Rome	Western Samoa.....	Wellington, New Zealand
Jamaica.....	Kingston	Windward Islands.....	Port of Spain
Kenya.....	Johannesburg	Yugoslavia.....	Rome
Leeward Islands.....	Port of Spain		
Libya.....	Rome		
Luxembourg.....	Brussels		
Madagascar.....	Cape Town		

In respect to individual markets, it may be noted that five to six documents are required for most overseas shipments, namely: Ocean Bill of Lading; Commercial Invoice, Insurance Policy or Certificate, Draft, Customs Invoice or Certificate of Origin (British Empire Countries), Consular Invoice or Certificate of Origin (Non-British Countries), and Packing List. (*See our ABC of Canadian Export Trade, page 20.*)

# 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 Counselor 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 Counselor 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 Counselor, 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. BACHAND, Canadian Economic Representative, % Allied Contact Section, H.Q. EUKOM, 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 Plass 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 TIGHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212. Territory includes Ecuador.

## Portugal

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

## 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 Commercial Representatives in Canada

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is published as a special service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Foreign Trade*.

- Argentina**—Carlos M. Braceras, Representative of the Argentine Institute of Trade Promotion, 31 St. James Street West, Montreal. Telephone—MArquette 2811.
- Australia**—Clifton J. Carne, Australian Government Trade Commissioner, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.
- Belgium**—Jean Querton, Consul-General, Room 709, Sun Life Building, Montreal. Telephone—PLateau 8375.
- Bolivia**—Emilio Diaz Romero, Consul General, 4 Notre Dame Street East, Montreal.
- Brazil**—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 400 Wilbrod Street, Ottawa. Telephone—5-1485.
- A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, agent of the Department of Trade and Commerce of Brazil, Room 49, 46 Elgin Street, Ottawa. Telephone—5-1486.
- British West Indies and British Guiana**—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.
- Chile**—Carlos Garcia de la Huerta, Second Secretary Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.
- Mariano Bustos, Consul-General, 1410 Stanley Street, Montreal.
- China**—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.
- Colombia**—Jorge Castaño Castillo, Consul-General, 3757 Wilson Avenue, Montreal 28.
- Cuba**—Dr. Guy Pérez Cisneros, Commercial Attaché, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.
- Denmark**—Theodor Schultz, Consul, Danish Consulate, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.
- Dominican Republic**—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.
- Ecuador**—Camilo J. Andrade, Consul-General, Room 917, 1410 Stanley Street, Montreal. Telephone—PLateau 8473.
- France**—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
- Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
- Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HArbour 2271.
- Greece**—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.
- Haiti**—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.
- India**—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.
- Ireland**—Eamonn L. Kennedy, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.
- Italy**—Dr. P. F. Migone, Commercial Attaché, Italian Legation, 384 Laurier Avenue East, Ottawa. Telephone—2-8761.
- Lebanon**—Maurice J. Tabet, Consul, Consulate of Lebanon, 200 Metcalfe Street, Ottawa. Telephone—2-3155.
- Mexico**—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LAncaster 2502.
- Netherlands**—E. L. Hechtermans, Commercial Secretary, Netherlands Embassy, 8 Range Road, Ottawa. Telephone—4-3312.

# Foreign Commercial Representatives in Canada

**New Zealand**—J. A. Malcolm, Trade Commissioner, Room 609, Sun Life Building, Montreal. Telephone—LAncaster 4104.

**Norway**—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.

**Peru**—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.

**Poland**—T. Wiewiórowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076 and 2-3233.

**Portugal**—Dr. Vasco V. Garin, Consul-General, Suite 12, 1499 Bishop Street, Montreal. Telephone—BElair 1607.

**Sweden**—B. G. Järnstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

**Switzerland**—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 254, Chateau Laurier, Ottawa. Telephone—2-5455.

Dr. Frédéric Kaestli, Consul-General, Room 1521, Sun Life Building, Montreal. Telephone—PLateau 1878.

I. Sembinelli, Vice-Consul, Room 215, 159 Bay Street, Toronto. Telephone—ELgin 4097.

**Turkey**—Rifki Zorlu, Counsellor of the Turkish Embassy, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.

**Union of South Africa**—J. H. Brand, Commercial Attaché, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.

**Union of Soviet Socialist Republics**—N. S. Skvortsov, Representative of the Commercial Counsellor, Soviet Embassy, 285 Charlotte Street, Ottawa. Telephone—5-4341.

**United Kingdom of Great Britain and Northern Ireland**—A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

R. K. Jopson, O.B.E., Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HArbour 2257.

W. D. Lambie, Trade Commissioner for the Maritime Provinces, 1111 Beaver Hall Hill, Montreal. Telephone—HArbour 2257.

J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ADelaide 2174.

W. G. Coventry, Trade Commissioner, 703 Royal Bank Building, Winnipeg. Telephone—9-3153.

H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PACific 4644.

**United States of America**—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

**Yugoslavia**—Pavle Lukin, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

## Canadian Certified Seed Potatoes

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

# **Associated Agencies Concerned With Development of Foreign Trade**

## **Canadian Government Exhibition Commission**

479 Bank Street, Ottawa

Director, Glen Bannerman (3558)

Responsible for arrangements concerning participation by Canada in all exhibitions, display promotions and trade fairs outside Canada, and for international trade fairs held in Canada; advises individual firms in the display of their commodities in foreign countries.

Assistant Director, F. P. Cosgrove (7818)

## **Wheat and Grain Division**

Director, C. F. Wilson (5648)

Serves as the medium through which wheat, flour, and other cereal products are procured for other countries. It maintains a constant survey of Canada's grain position, respecting supply, transportation, domestic and export demand. The Director is secretary to the Wheat Committee of the Cabinet, and liaison officer between the Department of Trade and Commerce and the Canadian Wheat Board.

Assistant to Director, J. B. Lawrie (5830)

## **Canadian Commercial Corporation**

No. 2 Temporary Building, 70 Lyon Street, Ottawa

Managing Director, W. D. Low (3736)

Serves as a purchasing agent in Canada for governments of other countries, and for international bodies. Assists private enterprise in obtaining from ex-enemy territories essential supplies that cannot be obtained through ordinary commercial channels. Facilities of the Corporation are utilized in the purchase of supplies for the Department of National Defence and those required for defence projects.  
Cable address—*Cancomco*.

Secretary, J. D. McCarthy (4955)

Comptroller, G. F. Wevill (5316)

General Purchasing Agent, W. J. Atkinson (5767)

*Foreign Purchasing Section*, A. E. Annetts (5092)

## **Export Credits Insurance Corporation**

107 Sparks Street, Ottawa

General Manager, H. T. Aitken (2-4828)

Provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp*.

Chief Credit Officer, A. W. Thomas (2-4828)

Secretary, T. Chase-Casgrain (2-4828)