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COVER SUBJECT—Upper section of Montreal harbour, which was officially opened to ocean navigation at noon on April 19. Ocean-going arrivals last year totalled 898, representing 3,512,366 net registered tons, compared with 811, representing 3,016,062 net registered tons, in 1946. Foreign cargo landed in Montreal last year amounted to 3,681,595 tons, compared with 2,551,868 tons in 1946. Cargo loaded for shipment overseas totalled 4,660,820 tons, compared with 4,392,376 tons in 1946.

Photo by Spartan Air Services, Limited.

Newfoundland Trade Temporarily Low Pending Result of Plebiscite

External trade pattern unchanged from that of prewar years—Total value of trade more than doubled during wartime and postwar periods—Canada continues to be most important source of supply—Methods of distribution vary with products being marketed.

By J. C. Britton, Commercial Secretary for Canada

(Editor's Note—This is the first of a series of three articles on business conditions in Newfoundland, prepared for publication in *Foreign Trade*.)

ST. JOHN'S, April 6, 1948.—There has been a noteworthy decline in recent weeks in the volume of both wholesale and retail trading in Newfoundland, due in some measure to the uncertain local political situation. However, importers anticipate a falling off in trade from the high levels of recent years, and no improvement is expected until the results of the plebiscite on the future government of Newfoundland are known. The referendum is to be held towards the end of May or early in June and, in the interval, merchants continue to order on a more or less hand-to-mouth basis.

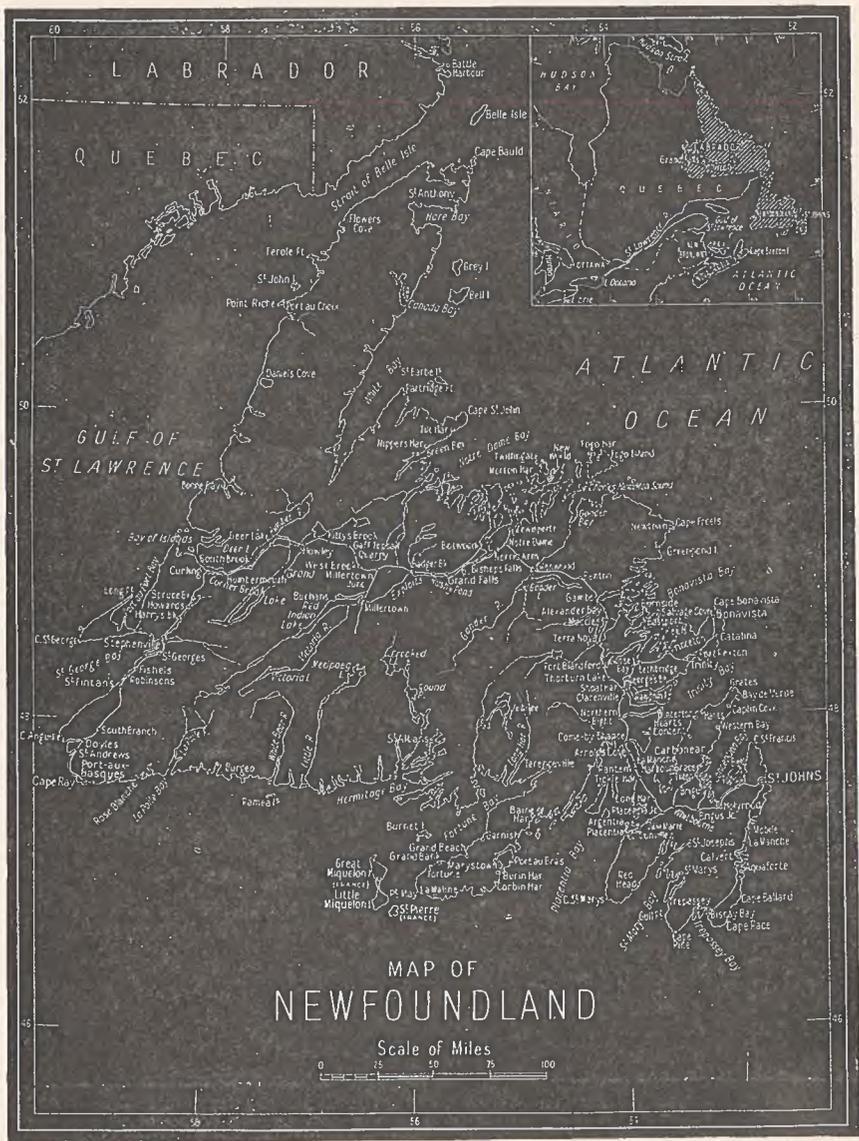
Newfoundland's external trade, which increased sharply in both value and volume throughout the war years, rose to still higher levels in the postwar period, and the country's economy in general is considerably sounder than it was in the 1930's. The principal exports—fish, pulp and paper, and minerals—are still in strong demand in world markets and, despite exchange and other trading difficulties, exporters are confident that 1948 production will all be sold at high prices in traditional markets. The demand for all types of goods normally imported still continues to be satisfactory, and a period of increased trading is anticipated when Newfoundland's political future has been decided.

Newfoundland's Trade Pattern Has Not Changed

The pattern of Newfoundland's external trade has not changed appreciably from that of prewar years, notwithstanding the large increase in volume which has developed since the beginning of the war. The buying habits of the population have altered somewhat as funds became more readily available, and better-class merchandise now commands a wider sale. Newfoundland is still, in the main, a low-priced market, although articles which would be considered in the low-priced field in Canada and the United States become medium- and high-priced lines with the addition of duties and other carrying charges to f.o.b. costs. The market, while limited in extent (the total population being only 320,000) is, nevertheless, an important outlet for an extensive range of Canadian products. It is, furthermore, likely to remain so for a number of years, or at least until the present obstacles to world trading are removed, and Newfoundland importers will continue purchasing many lines from Canada which would normally be imported, if available, from other supplying countries such as the United Kingdom. The Dominion has also developed into a market of considerable importance to Newfoundland exporters, and the value of the country's exports to Canada has risen steadily in recent years.

Total Trade Value More Than Doubled

The value of Newfoundland's total trade in 1946-47 amounted to \$147,254,901. This compares with \$128,605,516 in 1945-46, \$114,536,046 in 1944-45, and \$56,447,962 in 1938-39. It will be noted that Newfoundland's foreign trade more than doubled in the war and postwar period. Imports in 1946-47 were valued at \$74,827,596 as compared with \$65,898,707 in 1945-46, \$65,824,066 in 1944-45, and \$24,460,618 in 1938-39. The value of exports of Newfoundland produce in recent years has been slightly below that of imports, the figures being \$69,345,836 in 1946-47, \$61,011,716 in 1945-46, and \$46,414,485 in 1944-45. Newfoundland's exports prior to the war—\$31,376,144 in 1938-39—were usually higher in value than imports.



The value of Newfoundland's imports has risen steadily from \$15,166,868 in 1932-33 to the record figure of \$74,827,596 for the fiscal year 1946-47. As the country is dependent on outside sources for practically all essential foodstuffs and other commodities, the value of its import trade provides an accurate indication of economic conditions. Throughout the 1930's the value of Newfoundland imports did not rise much above \$25,000,000. Beginning with 1940 the situation changed completely, as wartime expenditures on base construction began and the country's exports brought high prices in world markets. There was a rapid increase in the value of Newfoundland's imports from \$28,421,897 in 1939-40 to \$35,484,343 in 1940-41, \$64,684,894 in 1941-42, and \$52,376,886 in nine months of 1942-43. In the fiscal year 1946-47, foodstuffs and beverages comprised 37 per cent of Newfoundland's imports. The remainder was made up as follows: textiles and clothing (12 per cent); non-metallic minerals (12 per cent); machinery and vehicles (11 per cent; inedible animal and feed products (8 per cent); metals and manufactures (6 per cent); wood and pulp manufactures (5 per cent); and chemicals and related products (4 per cent).

Principal Imports into Newfoundland in 1946-47

Preserved meats	\$5,432,341
Cotton, wool and outer clothing	4,905,257
Coal	3,650,533
Industrial machinery	3,179,615
Sugar and products	2,906,410
Flour and meal	2,735,465
Gasoline	2,557,770
Motor cars, trucks and buses	2,013,186
Milk and products	1,799,680
Edible oils and fats	1,638,383
Preserved fruits and juices	1,583,701
Tobacco and products	1,462,735
Fresh meats	1,413,372
Hardware, cutlery, utensils and fixtures	1,340,468
Electrical supplies	1,320,084
Fresh fruits	1,277,559
Cotton fabrics	1,088,567
Leather footwear	1,021,716
Fuel oils	1,016,651
Fresh vegetables	1,012,793
Vehicles, other than motor cars and trucks	977,851
Wood manufactures	955,151
Rubber footwear	829,056
Wines, liqueurs and beer	820,938
House furnishings	746,788
Animal feeds	718,487
Wire bolts, nails and screws	727,980
Paper containers and wrapping paper	707,087
Medicinal preparations	706,988
Soap and toilet preparations	675,465
Construction materials	670,282
Lumber	610,004
Industrial machinery	592,787
Oils and greases	585,505
Electric motors and machinery	583,890
Coarse salt	549,969
Wool fabrics	511,880

Canada is Leading Supplier

Canada, the United States and the United Kingdom supplied 97 per cent of Newfoundland's total imports in 1946-47, and 98 per cent in the previous fiscal year. Canada and the United States together supplied 92 per cent and 90 per cent respectively in the two years. Newfoundland was dependent on the United States and Canada for most of the country's needs during the war and postwar years. Few, if any, shortages developed and, in fact, most commodities were in better supply in Newfoundland than in the exporting countries. Previously the United Kingdom supplied

a larger share of the country's imports, and United Kingdom products are now appearing in larger quantities on the market. The principal sources of supply of Newfoundland's imports in the fiscal years 1946-47, 1945-46, 1938-39 and 1937-38 are shown in the following table:

Principal Imports into Newfoundland, by Countries

	1946-47	1945-46	1938-39	1937-38
Totals	\$74,827,596	\$65,898,707	\$24,196,618	\$27,912,351
Canada	43,087,154	41,376,293	9,196,212	9,973,700
United States	25,800,832	20,602,611	7,677,814	9,408,729
United Kingdom	4,198,400	2,604,238	5,877,670	6,351,620

Final returns showing imports into Newfoundland in the fiscal year 1947-48 are not yet available. There is every indication, however, that the total will exceed all previous figures, including that for the record year 1946-47.

There are branches of four Canadian banks located at St. John's and in the larger towns in the Island. The unit of currency used in Newfoundland is the Canadian dollar, and commercial transactions are carried on with a minimum of difficulty between Newfoundland and Canadian firms. Collections in general present no problem, as practically all the larger importing firms are old-established reputable traders with adequate finances. Ordinarily leading accounts are accorded sight draft or thirty-to sixty-day terms, and Canadian exporters should not hesitate to grant this type of credit to good accounts.

Methods of Distribution Vary with Products

As in other markets, the method of distribution to be utilized in Newfoundland in order to ensure a satisfactory volume of sales varies with the class of product being sold. There are a number of excellent wholesale firms, located mainly in St. John's, handling an extensive range of merchandise. These firms in some instances have branches in Corner Brook, and their salesmen regularly cover both large and small retail accounts throughout the Island. The larger retail firms, including leading department stores, also transact a substantial volume of wholesale trade and, in many cases, firms operating solely as wholesalers, and some retail firms, are exclusive distributors or agents for overseas manufacturers. In such instances, firms do not solicit orders from their competitors, but the volume of sales transacted by the larger retailers and wholesalers is substantial and would represent a worthwhile proportion of the available trade. It can be accepted as a general rule that the larger commercial firms in St. John's, Grand Falls and Corner Brook will, wherever possible, purchase direct from manufacturers. This applies also to the mining and paper companies. This practice, which is growing, restricts the number of accounts to which wholesale firms can sell, but it broadens the field, formerly limited, in which agents can work.

The products which offer the best prospects for agents include: food-stuffs and provisions; patent medicines; toilet articles; confectionery and biscuits; canned fruits and vegetables; fruit and vegetable juices; alcoholic beverages; kitchen and household utensils; animal feeds; dairy products, i.e., all lines which have a fairly large turnover. There are only a few agents who specialize in textiles, apparel and piece-goods, as merchants prefer to have their buyers purchase these articles, and they send them to Canada and the United States for this purpose. This practice has been followed for many years with respect to purchases in the United Kingdom. Purchases of style goods, novelties, household furnishings and department-store merchandise are also made on these buying trips or from travelling salesmen visiting Newfoundland with sample ranges. The best possible

method of developing a worthwhile volume of business in Newfoundland is by personal visits by salesmen or officials of exporting firms. Such a trip presents a minimum of difficulty to Canadian exporters, as excellent rail, air and steamship services are available throughout the year.

United Kingdom Export Targets Require Increased Production

Major national objective to carry forward progress made during 1947 in the coal, steel and transport industries—Even greater effort in textile industry and first stage in planned expansion of agriculture are urgent and imperative.

By A. E. Bryan, Commercial Counsellor for Canada

(Editor's Note—This is the third in a series of four articles on economic conditions in the United Kingdom, prepared for *Foreign Trade*. The previous two appeared in the April 17th and April 24th issues.)

LONDON, March 11, 1948.—A tremendous effort will be required on the home front this year if export targets, as set forth in a White Paper issued by the United Kingdom Government, are to be realized. It will be a major national objective in 1948 to carry forward the progress made during 1947 in the coal, steel and transport industries in particular. At the same time, both in order to earn dollars and to relieve home shortages, an even greater effort in the case of textiles and a first stage in the planned expansion of agriculture, are urgent and imperative.

The program for the coal industry entails a minimum total production of 211 million tons, which is 14.5 million tons more than the output of 1947. Of this it is hoped to export 16 million tons, which will include substantial quantities to Canada and the Argentine, as well as tonnages already promised to European countries.

A target of 14 million tons of steel ingots and castings from home production has been set for 1948. The main limiting factors will be scrap availability, blast furnace capacity, fuel and transport.

Steel a Crucial Factor in 1948

The survey points out that steel more than anything else apart from dollars will be the crucial factor in 1948. The prospective shortage is even more apparent when regard is had to particular types of steel within the total.

The commencement of important new factory building projects has been postponed. Urgent railway repairs, oil and gas developments will also have to go short, while the allocation for shipbuilding cannot be materially increased. Upon the other hand, the new export targets need an increase of about 17 per cent in engineering exports over those of the second half of 1947. Demands for direct exports of steel are, moreover, increasingly clamant and, if they are not satisfied, imports will suffer. Agriculture, coal mining and steel works will receive larger allocations from production.

Particular emphasis is laid on the contribution which the textile industries can make to the nation's recovery in 1948. Textiles, more especially cottons and worsteds, have ready buyers abroad in large numbers.



United Kingdom—Electrical equipment being loaded for export at Swansea, South Wales. Greatly increased productive effort will be required this year if export targets, as outlined in a White Paper issued by the United Kingdom Government, are to be attained.

Great Western Railway Photo.

Increased Production in Cotton and Wool Textiles Required

Increases of output of about 20 per cent in cotton and 12 per cent in wool above summer level are needed to meet the export targets set last September and the present home ration.

To offset the poorer prospects in exports of vehicles, machinery and other metal goods resulting from the shortage of steel, the government believe that the deficiency can be largely filled by increases in textile exports. If the supplies could be made available, more fine worsteds and more yarns and tops could probably be disposed of. Many more cotton goods could certainly be sold. Textiles not only have good markets in the Western Hemisphere but their sale in countries in the sterling area, which are now importing heavily from the United States, directly reduces a pressure to import United States textiles and thus a call on the sterling area's dollar reserves. They are the most important of "inducement goods" needed to call forth a high level of export production in the Colonies and Southeast Asia.

The new targets proposed show the following increases in the volume of textile exports between the second half of 1947 and the end of 1948: cotton yarns and manufactures, 74 per cent; woollen and worsted yarns and manufactures, 97 per cent; silk and artificial yarns and manufactures, 61 per cent; other textiles, 45 per cent; and apparel, 68 per cent.

The program for expansion of agricultural crop production in the next four farm years (January to May) is as follows:

Agricultural Crop Production Program

Product	Average Actual		Actual		Programs		
	1936-39	1946-47	1947-48	1948-49	1949-50	1950-51	1951-52
	(Thousand tons)						
Bread grains	1,661	2,006	1,694	2,484	2,289	2,467	2,694
Other grains	2,781	5,216	4,469	5,190	5,322	5,453	5,543
Potatoes	4,873	10,166	7,766	9,961	9,800	9,100	7,700
Sugar beet (roots)	2,741	4,522	2,886	3,600	3,600	3,600	3,600

More than half of the net increase of production is expected to be derived from livestock. The goals for 1951-52 when expressed as percentages of prewar output are as follows (1951-52 as percentage of 1936-39): milk, 123 per cent; eggs, 152 per cent; beef and veal, 110 per cent; mutton and lamb, 77 per cent; and pigmeat, 92 per cent.

In addition, it is hoped to expand the output of fisheries by about £16 million between 1946-47 and 1951-52.

While temporary difficulties may arise, it is thought that supplies of labour and equipment should be no obstacle to the attainment of the desired expansion of production. Given a strong effort by the farming community, not only can the foundations be laid for substantial improvements in output, but a significant increase can be secured in the fairly near future.

The government has set the targets for certain industries in which output is particularly important. These are itemized below in comparison with last year's actual results.

United Kingdom Production Targets for 1948

	Actual, 1947	Target, 1948
Coal—		
Deep-mined output (52 weeks), million tons	186.3	200.0
Open-cast output (52 weeks), million tons	10.2	11.0
Manpower on colliery books (end-year)	718,000	750,000
Mining Machinery—		
Coal cutters	1,172	1,400
Power loaders	109	250
Conveyors	2,666	4,700
Tubs and cars (capacity), tons	56,390	70,000
Iron and Steel—		
Steel output (ingot), tons	12,724,000	14,000,000
Sheet steel, tons*	1,285,000	1,300,000
Electric sheet, tons*	94,000	140,000
Timplate, tons*	648,000	750,000
Iron castings, tons	2,781,000	3,000,000
*Within the total of 14 million tons, the above targets of particular categories of output have been set. They may be varied in the course of the year, where necessary, to secure a proper balance between different types.		
Shipbuilding—		
Tankers completed, gross registered tons	120,000	175,000
Repairs (target reductions)—		
Railway wagons under repair (at end September)	203,000	170,000
Electricity generating plant out of commission (at end-year) k.w.	1,450,000	1,300,000
Textiles—		
Cotton yarn, million pounds†	740	900
End-year annual rate, million pounds	828	1,000
Worsted yarn, million pounds	154	190
End-year annual rate, million pounds	170	204
Woollen and worsted cloth, million yards	233	290
End-year annual rate, million yards	260	300
Rayon: continuous filament, million pounds	119	150
End-year annual rate, million pounds	135	165
Rayon: staple fibre, million pounds	82	105
End-year annual rate, million pounds	85	120
Manpower in cotton (end-year)	267,000	325,000
Manpower in woollen and worsted (end-year)	179,000	200,000
Manpower in other textiles (end-year)	212,000	235,000

†Cotton yarn, including cotton waste yarn, but excluding spun rayon and mixture yarns.

United Kingdom Production Targets for 1948—Concluded

Agriculture—		
Bread grains, acres	2,207,000	2,595,000
Other grains, acres	5,888,000	6,050,000
Potatoes, acres	1,332,000	1,423,000
Sugar beet, acres	396,000	400,000
Linseed, acres	40,000	150,000
Manpower in agriculture*	1,055,000	1,110,000

*The figure for 1947 is at end-year; the target for 1948 is required by mid-year.

Slight Improvement Indicated in World Food Situation This Year

Cautious optimism for the future warranted by the unusually mild winter in Europe, record harvests in Australia, increased grain shipments from Argentina and the Soviet Union, and the conservation and collection of indigenous supplies by importing countries.

By G. R. Paterson, Agricultural Counsellor, Canadian Embassy

(Editor's Note—This is the first of two articles prepared for *Foreign Trade* on the report of the International Emergency Food Committee for the Council of the Food and Agriculture Organization. Mr. Paterson is the Canadian member of the I.E.F.C., which comprises representatives of Australia, Brazil, Canada, Chile, Egypt, France, India, the Netherlands, Norway, the United Kingdom and the United States.)

WASHINGTON, April 8, 1948.—On January 1, 1948, the International Emergency Food Committee of the Council of the Food and Agriculture Organization of the United Nations assumed the functions of the former International Emergency Food Council in the field of international distribution of foodstuffs and fertilizers continuing in short world supply.

At the last session of the International Emergency Food Council, held in late October, 1947, the prospects at that time fully justified the views expressed—that 1947-48 would witness the most serious crisis in world food supplies thus far experienced. However, a number of favourable developments have occurred during the past six months that have not only removed some of the worst fears expressed in October, but have also warranted cautious optimism for the future. These developments included an unusually mild winter in Europe, record harvests in Australia, increased shipments of grain from Argentina and the Soviet Union, and considerable success on the part of importing countries towards conservation and collection of indigenous supplies.

Many Food Problems Still Remain

It should not be assumed, however, that the world food situation is satisfactory. Many problems still remain. Rations in some countries have been lower than in the winter of 1946-47 and operating stocks have been less adequate. The gap between available supplies and requirements cannot be wholly closed. While moderate improvement is at present indicated for the period following this year's harvests, nevertheless even the most favourable weather and other conditions would not produce food supplies sufficient to provide prewar levels of consumption in many countries.

Food shortages in 1948-49 will continue to affect industrial production adversely, to create problems of inflation in many countries and to constitute a continued heavy drain on the foreign exchange resources of many importing countries.

Supplies of Beans and Peas Have Deteriorated

The supply situation of beans and peas has deteriorated in most importing countries with production well below that of last year. Efforts to collect all edible pulses have been intensified in many countries and rations have been reduced. The decline in supplies of beans and peas has contributed to the decline in the caloric intake of urban consumers in a majority of the European countries. Production in continents other than Europe on the basis of present data shows slight increases over the previous year.

Available exportable supplies of 450,000 tons fall far short of the import requirements amounting to over one million tons. It is doubtful if indigenous production plus available importable supplies in 1948-49 will enable the importing countries to approach their prewar per capita consumption levels.

The cereals situation for the current season and the outlook for the coming year have undergone important changes in recent months. In July, 1947, the estimated export availabilities of all cereals amounted to 32 million long tons. In October, because of adverse weather conditions and other factors, this estimate had been reduced by three million long tons. However, the more favourable conditions in respect to Argentine shipments, Australian production and winter wheat prospects in the United States have led the Cereals Committee to increase estimated export availabilities for the crop year ending June, 1948, to 33 million long tons. This includes 25 million tons of wheat and rye and 8 million tons of coarse grains.

Production of European Bread Grains Seriously Reduced Last Year

Notwithstanding the more favourable aspects of the cereals position, it is evident that the final months of the cereals year will prove difficult. The problem of balancing exportable supplies against import requirements cannot be completely solved. There was a very serious reduction in the production of European bread grains in 1947-48 as compared with 1946-47, amounting to an estimated 7.5 million tons. This will be compensated in part by a 4 million ton increase in imports, by a 1.5 million ton decrease in bread rations and by another 1.5 million ton decrease in consumption by self-suppliers, by livestock and through black market channels. This will still leave a gap of at least 500,000 tons, if the current meagre bread rations are to be continued through the balance of the cereals year. There is no indication as to how this gap can be bridged.

At the present time, the outlook for 1948-49 offers grounds for cautious optimism. Statistical estimates of supply availabilities would be largely guesswork at present, but there is reasonable prospect that supplies of all cereals in exporting countries for 1948-49 will be at least as large as in the current season, while at the same time production in the importing countries will be substantially larger than last year. The winter in Europe has been favourable. This also applies to the Soviet Union and Lower Danubian countries, according to reports that have come in from those areas. In the United States, prospects for the winter wheat crop have improved materially since October. A record acreage of winter wheat was planted in spite of adverse weather conditions. In so far as the spring wheat areas in North America are concerned, all that can be said at this time is that early spring moisture supplies should be adequate.

In any appraisal of the world cereals position at this stage, it must be realized that much can happen between now and harvest. It should also be kept in mind that stocks in importing countries, as well as in some of the exporting countries, are at very low levels. At the same time the world's population is steadily increasing.

Estimates of Cocoa Production and Exportable Supplies Have Declined

Since last autumn, estimates of cocoa production and exportable supplies for 1947-48 have declined appreciably. The preliminary estimates used at the time of making the partial allocation recommendation for cocoa indicated exports for the entire year of 644,500 long tons. By January, 1948, further estimates had reduced this quantity to somewhere in the neighbourhood of 600,000 tons.

The disappointing crop developments are attributed to various causes. In the Gold Coast, the largest single producing area in the world, swollen-shoot disease is reported to have spread rapidly within the past five years, and further decreases in production are indicated. Recent reports estimate that 10 per cent of the cocoa trees in the Gold Coast are affected. This disease has also reduced production in other areas of Africa. A steady decline in Nigeria is attributed to the continuous increase in the ratio of old to young trees. Low prices, up until two years ago, offered little inducement to growers to increase plantings and, in some areas, cocoa production has suffered from the competition of more remunerative agricultural crops. The high prices now prevailing are acting as a stimulant to marketing and in the control of the spread of disease.

Provisional Allocation for Present Cocoa Year Below Requirements

The recommended provisional allocation for the present cocoa year, 590,000 long tons, meets only approximately 70 per cent of submitted requirements totalling 755,000 long tons. It may be considered by many that cocoa is not an essential food product, but many European and other importing countries attach great importance to the procurement of minimum cocoa supplies as a valuable contribution to the national food consumption pattern. Because of the shortage of fats and other foods, they have regarded the contribution of cocoa to nutritional needs and to morale as of the highest importance.

One interesting fact about the world trade in cocoa is that the financial issue is in some respects the reverse of that applying to some of the more important commodities. Production is largely outside the dollar area and a very considerable proportion of the consumption is within the dollar area. It is one commodity in which bilateral agreements are largely non-existent and implementation of allocation recommendations has been extremely good. The Committee on Cocoa is continuing to examine the many problems and it is anticipated that a further report and recommendations regarding future activities will be available in July or August.

Bolivia Plans International Trade Fair

Canadian manufacturers and producers are invited to participate in an international fair and industrial exposition at La Paz, capital of Bolivia, commencing on October 20, 1948. This will be held in connection with the celebration of the 400th anniversary of the founding of that city. Information concerning this exhibition may be obtained from Sr. Emilio Diaz Romero, Consul-General for Bolivia, 4 Notre Dame Street East, Montreal.

Value of Australian Export Trade Greatly Increased in Past Year

High prices and world demand mainly responsible for increase in exports to £A308,932,000 for year ended June 30, 1947, as compared with £A196,849,000 for preceding year—Agricultural and industrial production expanded—Imports more rigidly controlled due to exchange situation.

By C. M. Croft, Commercial Counsellor for Canada

(Editor's Note—This is the first in a series of three articles on economic conditions in Australia during 1947, prepared for *Foreign Trade*.)

SYDNEY, February 18, 1948.—Australian production showed some improvement in 1947. There has been a world demand for Australia's exports at high prices. Employment has been at a very high level and domestic trade was at a record high level. The season was favourable for rural industries and there were heavier agricultural crops and a satisfactory natural increase in the overall number of stock. Some industrial disputes and a fuel shortage about the middle of the year prevented the most optimistic forecasts in secondary industry from being attained. In some industries, however, such as household hardware, some electrical goods and the leather trade, the end of the year saw supply approaching demand. In others, such as the building materials and furniture industries, a substantial increase in production was noted, even though the supply was still inadequate to meet the demand. Production of coal in New South Wales was about 4 per cent above the 1946 level and pig iron and steel expanded to about the same extent.

On the other hand, costs and prices rose somewhat and there were shortages in a number of commodities. Many wartime controls have been continued and in some cases, particularly those governing imports, have, perforce, been strengthened.

Value of Export Trade Greatly Increased

The value of Australia's export trade in the year ended June 30, 1947, was £A308,932,000 as compared with £A196,849,000 for the preceding year. Rising prices had been partly responsible for this expansion but not for all of it; the export price index for 1946-47 for all groups other than gold stood at 2,131 (on the basis of 1000 for the three years ended June, 1939), while that for 1945-46 was 1,476. Wool was the outstanding export commodity with a value of £A126,800,000 (£A69,260,000 in 1945-46), followed by wheat and flour, £A29,013,000 (£A17,560,000); meats, £A21,136,000 (£A14,011,000); hides and skins, £A15,473,000 (£A11,836,000); butter, £A12,570,000 (£A12,272,000); lead; £A10,904,000 (£A4,222,000); sugar, £A2,819,000 (£A3,212,000); dried fruits, £A2,462,000 (£A2,149,000); and fresh fruits, £A1,553,000 (£A1,265,000).

The export price index for 1946-47 for the principal classes of goods on the base mentioned above was as follows (with the corresponding figure for 1945-46 shown within parentheses): wool, 1,690 (1,165); wheat, 3,409 (2,130); butter, 1,734 (1,474); non-ferrous metals—silver, copper, tin, spelter and lead—3,076 (1,956); meats—beef, lamb, mutton and pork, 1,393 (1,234); sugar, 2,644 (2,130); dried fruits, 1,523 (1,374); hides—cattle hides and calf skins, 3,121 (1,517); and tallow, 3,038 (1,519).

Slight Rise in Value of Imports

The value of the imports into Australia during the year ended June 30, 1947, was £stg182,756,000 as compared with £stg155,347,000 in the preceding twelve months. An analysis of the classes of imports shows that 47.9 per cent were producers' materials (41.0 per cent in 1945-46); 8.8 per cent (11.3 per cent) fuels and lubricants; 6.5 per cent (4.3 per cent) auxiliary aids to production; 2.5 per cent (17.2 per cent) munitions and war stores; 8.3 per cent (8.0 per cent) producers' equipment; 8.9 per cent (6.5 per cent) road vehicles and complete parts; 1.3 per cent (0.7 per cent) railway equipment, vessels and civil aircraft; 5.0 per cent (4.3 per cent) food, beverages and tobacco; 0.6 per cent (0.3 per cent) clothing and accessories; while the remaining 10.2 per cent (6.4 per cent) comprised finished consumers' goods, other than food, beverages and tobacco and clothing and accessories. From the long-range viewpoint, it is of interest to observe that, while in the year ended June 30, 1939, producers' materials accounted for 44.1 per cent of total imports, this item had risen to 47.9 per cent in the last financial year; on the other hand, finished consumers' goods which represented 19.8 per cent of the total in 1938-39 had fallen to 15.8 per cent in 1946-47.

Domestic Price Level Maintained Through Control

Price control continues to apply to goods sold within Australia and, while some increases have been authorized by the Prices Commissioner, the level has been well maintained. A review of retail prices in the six State capitals shows that the index numbers for the three months ended September, 1947 (average June, 1936-June, 1939 equals 1,000) were as follows: food and groceries, 1,263; rent of four- and five-roomed houses, 1,055; clothing, 1,914; and miscellaneous, 1,264. Wholesale prices of basic materials and foodstuffs also have risen somewhat, the index numbers on the same basis for November, 1947, being: metals and coal, 1,392; oils, fats and waxes, 1,578; textiles, 2,813; chemicals, 1,434; rubber and hides, 1,296; building materials, 1,894; and foodstuffs and tobacco, 1,504.

It is interesting to note that the index for goods principally imported was 1,948, while that for goods principally home produced was 1,394.

Export price indexes have been compiled by the Commonwealth Statistician from the prices of twenty commodities which constitute about 85 per cent of all of Australia's exports; the prices of the commodities concerned are multiplied by the average quantities exported during a recent and representative period. Export price indexes for November, 1947, and for November, 1946, follow (base: average June, 1936-June, 1939, equals 1,000):

Comparison of Export Price Indexes

	November, 1946	November, 1947
Wool	1,735	2,866
Wheat	3,124	4,973
Butter	1,734	2,035
Non-ferrous metals	2,911	3,557
Meats (beef, lamb, mutton, pork)	1,446	1,446
Sugar	2,283	3,004
Dried fruits	1,508	1,569
Tallow	3,038	3,797
Gold	1,223	1,223
All groups, excluding gold	2,083	3,088
All groups, including gold	2,025	2,959

Controls continued to be exercised to a greater or lesser degree by the Commonwealth Government over the marketing of a number of primary

products, including wheat, flour, apples and pears, barley, tobacco leaf, dried and canned fruits, dairy produce, meat, wine, sugar, eggs, potatoes, wool, sheep skins, fertilizers, rabbit skins, and hides and leather.

At the end of the year, consumer rationing continued to apply to clothing, tea, butter, meat and gasoline.

Imports More Rigidly Controlled

Trade continues to be controlled. A number of commodities in short supply, such as textiles, woollen yarns and scrap steel may not be exported without a permit. Imports have been more rigidly controlled than previously due to the dollar-sterling position. Only those commodities which are considered to be essential to the economy of Australia and which are not available in sterling or "soft currency" countries are being imported from the dollar area. Many items are now prohibited and others are being licensed for import in greatly reduced quantities. Imports from the United Kingdom have been largely removed from import control. It should be remembered that the stringent licensing applied to Canadian goods has been for the purpose of reducing dollar expenditure to a minimum and the steps which have been taken cannot, under the circumstances, be regarded as discriminatory.

The following table sets forth the expenditure on price stabilization subsidies during the year ended June 30, 1947, together with the estimated expenditure during the year beginning July 1, 1947:

Expenditure on Price Stabilization Subsidies

	Actual expenditure, 1946-47	Estimated expenditure, 1947-48
Potatoes	£A 3,012,170	£A 2,500,000
Tea	4,413,701	5,500,000
Whole milk	2,252,649	1,800,000
Recoup of basic wage adjustment	2,307,435	400,000
Wool for home consumption	3,416,876	2,400,000
Coal	958,949	2,300,000
Coastal shipping freights .....	.....	1,000,000
Imports (other than tea)	3,690,859	2,500,000
Other items	2,588,269	600,000
Total	£A22,640,908	£A19,000,000

These subsidies do not cover those payable on primary production. With regard to potatoes, prices were advanced during the year, thus reducing the subsidy required. When the bulk purchase of tea by the United Kingdom Ministry of Food was terminated, overseas prices rose considerably. The price in Australia was advanced 6d. per pound on March 1, 1947, but as this only partially offset the increased cost, greater subsidy payments became necessary to maintain the ceiling price. Liability to pay the subsidy for basic wage adjustment terminated in May, 1947, and the inclusion of this item was to meet outstanding claims. With regard to the subsidy on coal, there has been no change in the basis of paying the subsidy, but increased costs, due to variations of wages and the like, have necessitated a sharp increase in the estimated subsidy necessary to maintain the ceiling price. Increased coastal freight rates became effective in August, 1947, and the Commonwealth Government decided, through the medium of subsidy, to maintain the rates on coal, timber and certain basic foodstuffs and clothing.

In addition to price stabilization subsidies, direct assistance is given to certain classes of primary production and the following table shows the estimated expenditure in 1947-48 as compared with actual payments in 1946-47:

Assistance Given to Certain Classes of Primary Production

	Actual expenditure, 1946-47	Estimated expenditure, 1947-48
Dairy industry (excluding whole milk)	£A 1,738,740	£A 3,500,000
Apple and pear industry	811,458	230,000
Superphosphate subsidy	2,987,398	3,000,000
Assistance to stock feeders	1,000,029	100,000
Jute products	991,771	....
Nitrogenous fertilizers	186,649	220,000
Other items	3,560	....
Total	£A 7,719,605	£A 7,050,000

The price of feed wheat rose during the year, causing the estimated expenditure to be reduced to an amount to meet the cost of certain concessions in freight on this and other feed grains. The wholesale price of cornsacks was increased in May, 1947, to cover the increased landed cost of all jute products, thus removing the need for subsidy.

German Plants to Start Assembly Line Production of Railway Freight Cars

Scheduled to increase the Reichsbahn car park by 21,022 new cars by the end of 1949—First cars scheduled to roll off assembly lines in July—Of about 27 tons carrying capacity, they will be open cars, suitable for transporting coal, steel, pit props, agricultural produce and similar items.

By D. W. Jackson, Canadian Economic Representative

FRANKFURT, April 2, 1948.—German rail car plants in the Combined Economic Area will start assembly line production of new freight cars this summer under a building program scheduled to increase the Reichsbahn car park in the combined zones by 21,022 new cars by the end of 1949. The first cars are due to roll off the assembly lines in July and 3,000 cars are to be finished by the end of this year. Thereafter, production plans call for delivery of 1,000 cars monthly until the program is completed.

The first new production of its kind in the combined zones since the end of hostilities, they will be open cars of about 27 tons carrying capacity, suitable for transporting coal, steel, pit props, agricultural produce and similar items.

Production to be Divided Between Five Factories

The order for rolling stock was placed by the Reichsbahn through the German Economic Agency and production will be divided between five German rail car factories in the combined zones. A breakdown of the first 3,000 cars is as follows: 700 from the Uerdingen Waggonfabrik, Uerdingen; 700, West Waggonfabrik, Cologne; 500, Duesseldorf Maschinenfabrik, Duesseldorf; 350, MAN, Nuremberg; and 750 from the Fuchs Waggonfabrik in Heidelberg. The Fuchs plant, which has been given the heaviest work load, has already started setting up its production lines.

There has been allocated 40,000 tons of steel for this year's production and it is estimated that 321,000 tons of steel will be required to finish the entire order. A German purchasing committee has also been set up and given the highest priority for obtaining materials and parts from the German economy for the new-car program. The Reichsbahn (German Railway) will furnish wheel and spring assemblies, draw bars and bumpers, for the new cars in accordance with production methods used in Germany before the war.

Greek Requirements for Second Quarter of Current Year Listed

World quotas estimated at \$99,375,620 under the import program, for which provision was made through a United States loan to Greece and Turkey—Canadian exporters interested in private trading arrangements should communicate with the Commercial Secretary for Canada in Athens, quoting f.o.b. Canadian port prices.

FUNDS made available by the United States for reconstruction and relief in Greece may be used for the purchase of commodities in other lands, including Canada. Of a loan to Greece and Turkey, the United States Government authorized the allocation of \$300,000,000 to Greece last year, expenditures amounting to \$121,300,000 during the first three months of the current calendar year and to \$99,375,620 during the second quarter, under the Greek import program. The allocation was made after a careful examination of local conditions by a mission from the United States, and the utilization of funds provided will be supervised by the American Mission for Aid to Greece (AMAG). The program for the first quarter has not been fulfilled, in some cases, and balances have been carried forward into the second quarter, though not on an accumulative basis.

Greek requirements during the second quarter of 1948 are divided into sixteen general classifications, which are set forth in the following table, which indicates whether the goods shall be imported direct by AMAG, by the Greek Government (State) or by Private Trade:

Allocations to Greece for Second Quarter

	AMAG	State (Thousand dollars)	Trade	Total
Foodstuffs, feeds, beverages	\$21,380	\$ 6,890	\$ 9,359	\$37,629
Fuel and petroleum	617	8,005	1,001	9,623
Forest products			3,400	3,400
Metals	4,360		2,036	6,396
Metal implements and other metal goods.....			952	952
Non-metallic minerals and manufactures			630	630
Textiles			9,894	9,894
Hides and leather			2,585	2,585
Rubber and rubber products			249	249
Machinery, equipment and spares	2,900	2,400	7,055	12,355
Vehicles and transport equipment			4,470	4,470
Pharmaceuticals, drugs and medical supplies.....	900		2,070	2,970
Chemicals, paints and dyes		3,000	2,125	5,125
Miscellaneous industrial raw materials			216	216
Electrical, photographic, optical and scientific supplies and equipment	400	200	748	1,348
Miscellaneous	600	50	883	1,533
Total	\$31,157	\$20,545	\$47,674	\$99,376

Export Division Can Assist Interested Firms

Purchases for AMAG are made through the North Atlantic Division of the United States Army, in New York. Army authorities work through American contractors, who may, in turn, obtain their supplies in the United States or Canada. It is also possible that certain purchases will be made through the Canadian Commercial Corporation, in Ottawa. It is desirable, therefore, that any Canadian firms interested in such direct purchases for Greece should communicate with the Export Division, Department of Trade and Commerce, which will put them in touch with the agency concerned. The same procedure should be followed in the provision of supplies to the Greek Government.

Canadian exporters should be particularly interested in the provision of goods for "Private Trade". Firms wishing to quote on products listed under this heading should communicate with the Commercial Secretary, Canadian Embassy, Athens, Greece, forwarding copies of their letters to the Export Division, Department of Trade and Commerce, Ottawa, for information. In order to expedite such transactions, Canadian firms should quote f.o.b. Canadian port prices, when possible, and indicate their terms of trade. If the company concerned is not already listed in the Canadian Exporters Directory, maintained by the Export Division, it should furnish commercial references.

Quotas Indicated Are for All Countries

The Commercial Secretary for Canada in Athens advises that, following publication in *Foreign Trade* on February 21, 1948, of the Greek requirements, a number of Canadian exporters were apparently under the impression that the values indicated had direct application to Canada. The program, as outlined, should not be considered as a statement of permissible imports. It is merely an indication of the classifications of items for which import permits will be considered. Furthermore, the Commercial Secretary for Canada emphasizes the fact that the figures represent world quotas. Procurement from Canada by private trade, made under the supervision of the American Mission for Aid to Greece, will depend on quality and prices, in addition to the quantities available.

Greek requirements for the second quarter of the current calendar year are set forth below. Although Canada is not in a position to supply some of the products, Canadian exporters may be interested in most of the items listed.

Foodstuffs, Feeds and Beverages

Commodity	AMAG		State		Trade	
	Metric tons		Metric tons		Metric tons	
Wheat	130,000	\$18,200,000				
Cereals			16,500	\$1,848,000		
Rolled oats	2,000	395,000				
Soya flour	6,000	1,025,000				
Rice			4,500	1,035,000		
Sugar			20,000	2,700,000		
Pulses					6,000	\$1,460,000
Meat, fresh					3,000	2,100,000
Meat, tinned					400	480,000
Eggs					300	250,000
Fish, fresh					2,000	650,000
Codfish, dry or wet-salted.....					4,000	1,360,000
Fish, canned					350	175,000
Herring and fish in brine, salted, smoked; dry octopus, roe					2,000	800,000
Milk, evaporated	4,000	1,200,000				
Milk, powdered	2,000	560,000				
Cheese					1,000	950,000
Cocoa powder and beans.....			500	300,000		
Coffee					750	225,000
Mustard seed					6	2,550
Yeast					1.5	35,000
Seed sorghum				400,000		
Seed wheat				600,000		
Linseed					1,000	360,000
Hempseed					50	20,000
Cottonseed					2,000	260,000
Other seeds (incl. castor).....					100	33,000
Molasses					2,000	86,000
Alcohol					50	13,500
Malt					20	55,800
Hops					176	43,120
Saccharine				7,300		
Total	144,000	\$21,380,000	41,500	\$6,890,300	25,204	\$9,358,970

Fuel and Petroleum Products

	AMAG	Trade	State
Diesel oil	\$	\$	\$1,555,100
Gas coal .....	.....	.....	252,000
Anthracite .....	.....	.....	45,000
Bituminous	617,000	.....	1,376,000
Coke .....	.....	.....	38,000
Kerosene .....	.....	.....	354,000
Fuel oil .....	.....	.....	2,656,900
Lubes and greases .....	.....	701,100	196,300
Gasoline (100 octane) .....	.....	.....	74,500
Gasoline (72 octane) .....	.....	.....	1,448,000
Gasoline (73 octane) .....	.....	.....	8,700
Asphalt .....	.....	300,000	.....
Total	\$ 617,000	\$ 1,001,100	\$8,004,500

Note.—Exclusive of military and reconstructing requirements.

Forest Products

	Trade
Lumber for boxes	\$ 250,000
Lumber for construction	700,000
Barrel staves, etc.	25,000
Woodpulp	1,100,000
Paper for roofing	12,500
Paper for insulating (to be processed locally)	7,700
Newsprint	880,000
Blotting paper, filtering paper	2,500
Lithographic paper (for painting)	5,000
Stencils	5,000
Ribbons for cables	3,600
Paper bags (chiefly for cement)	200,000
Cigarette paper	110,000
Photographic paper	10,000
Abrasive paper	12,000
Cork sheets	40,000
Cork, pulverized or crushed	12,500
Gum arabic, etc.	4,500
Straw and bamboo	20,000
Total	\$3,400,300

Metals

	AMAG	Trade
Iron and steel, iron scrap, in ingots or bars, sheets, of all sizes, etc.	\$4,360,000	\$ 625,000
Sheet iron	225,200
Iron pipes and tubes and accessories	174,000
Antimony	7,500
Tin	90,000
Friction metals	13,000
Zinc	87,500
Copper	175,000
Nickel	3,200
Aluminum
Ingots	54,000
Sheets	220,000
Non-ferrous pipes, tubes and fittings	162,000
Total	\$4,360,000	\$2,036,400

Metalware

	Trade
Axes, shovels, etc.	\$ 20,000
Hand tools	185,000
Chains	66,000
Ironware for doors, windows, furniture, boxes, etc.	125,000
Wire and wire products (excluding iron and steel, black, galvanized, annealed and barbed)	300,000
Nails, bolts, screws, nuts	5,000
Locks, keys, etc.	44,000
Fish hooks	7,000
Scissors, shears	30,000

Metalware—Concluded

	Trade
Scales, weight (for industrial and scientific purposes)	\$ 7,700
Steel drums	110,000
Gas cylinders	5,500
Needles and pins	20,000
Razor blades	5,000
Other metal items	22,000
Total	\$ 952,200

Non-metallic Minerals

	Trade
Miscellaneous minerals (flint, sand, gypsum, graphite, etc.)	\$ 35,000
Asbestos, in sheets and cords	30,000
Fireclay, potters' clay	35,000
Fire brick, crucibles retorts, etc.	150,000
Mica	15,000
Cement, plaster, etc.	20,000
Glass vials for special purposes	3,250
Glass shells and tubing for bulbs	42,000
Sanitary ware of porcelain	300,000
Total	\$ 630,250

Textiles

	Trade
Nov. 1:	
Scoured wool for woollens	\$
Scoured wool for woollens, tops worsted yarn for weaving	6,000,000
Yarn for knitting	385,000
Rayon staple fibre	17,600
Rayon staple yarn	11,000
Raw cotton	1,800,000
Cotton yarn, No. 80-120	14,800
Cotton yarn, No. 60-80	100,600
Cotton embroidery thread (through French clearing only)	160,000
Cotton thread not for sewing	60,000
Jute	660,000
Sisal	63,800
Hemp, raffia, sun.	370,800
Industrial cloth for mills, olive oil cloth, sail cloth, silk fish lines	250,000
Total	\$9,893,600

Hides and Leather

	Trade
Hides	\$2,000,000
Material for inner soles and welts	85,000
Leather, finished	500,000
Total	\$2,585,000

Rubber and Rubber Products

	Trade
Rubber thread and bands	\$ 9,000
Rubber sheeting or fabrics impregnated with rubber	15,000
Rubber hose	22,000
Linoleum	33,000
Bakelite and other plastic powder	45,000
Rubber (ebonite), in sheets, etc.	13,000
Latex	16,500
Rubber articles	10,000
White crepe	55,000
Synthetic crepe	30,000
Total	\$ 248,500

Machinery, Equipment and Spares

	AMAG	Trade	State
Agriculture and Food			
Engines and parts, well and pumping machinery, etc., general machinery and spares	\$ 500,000	\$ 750,000	\$
Canning and processing, refrigerating and storage..	2,400,000	250,000	2,400,000
Industrial .....	.....	5,600,000	.....

Machinery, Equipment and Spares—Concluded

Office	AMAG	Trade	State
Typewriters and accessories, adding machines, cash registers, duplicating machines	\$	\$ 150,000	\$
Miscellaneous			
Sewing machines and parts .....	.....	100,000	.....
Other household machinery .....	.....	65,000	.....
Radio and wireless spares (only) .....	.....	60,000	.....
Refrigerator spares and parts .....	.....	20,000	.....
Civil aviation parts and supplies .....	.....	60,000	.....
Total	\$2,900,000	\$7,055,000	\$2,400,000

Vehicles and Transport Equipment

	Trade
Chassis for buses	\$1,400,000
Motor spare parts	1,000,000
Bicycles and parts	90,000
Motorecycle spares	30,000
Various bus body materials	1,170,000
Various tire repair materials	250,000
Special transport equipment	30,000
Auto maintenance tools and bus body building equipment	500,000
Total	\$4,470,000

Pharmaceuticals, Drugs and Medical Supplies

	AMAG	Trade
Requirements of state institutions	\$ 900,000	\$
Drugs and pharmaceuticals	1,000,000
Raw materials for drugs and pharmaceuticals	350,000
Laboratory supplies and equipment	30,000
Surgical supplies and equipment	250,000
Hospital supplies and equipment	150,000
Dental supplies and equipment	90,000
X-ray supplies and equipment	175,000
Gloves only, surgical dressings	25,000
Total	\$ 900,000	\$2,070,000

Chemicals, Paints and Dyes

	State	Trade
Industrial chemicals	\$	\$1,200,000
Dyes—coal tar by-products .....	.....	310,000
Other raw materials for dyes and paints other than linseed oil .....	.....	195,000
Varnishes and polishes .....	.....	40,000
Fertilizers		
Ammonium sulphate	3,000,000	.....
Nitrates .....	.....	.....
Phosphates .....	.....	.....
Potassium sulphate .....	.....	.....
Pesticides and insecticides .....	.....	350,000
Tanning extracts .....	.....	30,000
Total	\$3,000,000	\$2,125,000

Miscellaneous Industrial Raw Materials

	Trade
Oyster shells (for buttons)	\$ 9,000
Dumnuts for (buttons)	7,500
Hat materials	25,000
Bush-making materials	35,000
Celluloid	5,750
Crude greases for industry—tanning greases	28,000
Non-edible fixed oil	10,000
Non-edible fixed oil	6,800
Umbrella materials	10,000
Decolouring earth	9,800
Carnauba wax	9,600
Total	\$ 216,450

Electrical, Photographic, Optical and Scientific Supplies and Equipment

	AMAG	Trade	Rate
Electric bulbs	\$	\$ 15,000	\$
Lamps and lighting items	37,000	.....
Chemistry, meteorology, astronomy, physics, etc.	150,000	.....
Measurements, draftsmen, etc.	200,000	.....
Research and scientific instruments for agricultural purposes	400,000	.....	200,000
Optical instruments, microscopes, binoculars	100,000	.....
Spectacles, other than sun	50,000	.....
Photographic plates, raw film	40,000	.....
Cinema film—raw	5,000	.....
Cinema film—exposed	15,000	.....
Cameras and accessories (special uses only)	15,000	.....
Motion picture projector accessories	10,000	.....
Repair material for watches and clocks	40,000	.....
Electrical instruments and apparatus other than X (not made locally)	36,000	.....
Electrical accessories	35,000	.....
Total	\$ 400,000	\$ 748,000	\$ 200,000

X fans, ranges, batteries.

Miscellaneous

	AMAG	State	Trade
Matches	\$	\$ 50,000	\$
Wicks .....	.....	.....	2,000
Percussion caps for industry .....	.....	.....	3,000
Ships' accessories .....	.....	.....	20,000
Miscellaneous nuts .....	.....	.....	10,000
Workmen's protective masks .....	.....	.....	5,000
Articles and tissues of hair and bristles for industrial uses .....	.....	.....	8,000
Buttons .....	.....	.....	2,000
Lead and aluminum foil .....	.....	.....	7,000
Type .....	.....	.....	10,000
Typewriter ribbons .....	.....	.....	8,800
Ink .....	.....	.....	10,250
Printing inks .....	.....	.....	11,000
Blares .....	.....	.....	10,000
Baskets .....	.....	.....	6,000
Fishing equipment	500,000	.....	500,000
Veterinary equipment and supplies	100,000	.....	120,000
Books and periodicals .....	.....	.....	150,000
Total	\$ 600,000	\$ 50,000	\$ 883,050

International Wool Congress to be Held in Amsterdam in June

The General Wool Traders' Society in the Netherlands (Algemene Vereniging van de Wolhandel) will organize an International Wool Congress in Amsterdam from June 15 to 18 next. A total of 250 participants is expected, among other countries, from Poland, Portugal and the Argentine. (*Netherlands Trade and Industry.*)

Record Increase in Sweden's Merchant Marine Last Year

Sweden's merchant marine increased last year by about 173,000 gross tons, a new record. At the end of 1947 the fleet totalled 1,907,000 gross, compared with 1,734,000 tons a year before.

Swedish-built ships, totalling 117,000 gross tons, were added to the fleet, most of them being motor vessels. Purchases from abroad amounted to 91,000 gross tons, about half of the ships being steamers. At the end of 1947, the Swedish commercial tonnage was made up as follows: 685 motor ships, aggregating 1,197,000 gross tons; 686 steamers, aggregating 634,000 tons; and 753 sailing vessels with auxiliary engines, totalling 76,000 gross tons. (*Business News Letter from Sweden.*)

Large Number of Merchant Vessels Launched in United Kingdom

Total of 393 ships went down the ways in 1947—Output amounted to 1,202,000 tons as compared with 1,133,000 tons in 1946, an increase of 6.1 per cent—Noticeable trend in favour of motorships.

LONDON, February 25, 1948.—(F.T.S.)—In 1947, 393 merchant vessels of 1,202,024 tons were launched in the United Kingdom. According to Lloyd's Register of Mercantile Shipbuilding, 156 steamers of 630,103 tons, 187 motorships of 562,656 tons and 50 non-propelled craft of 9,265 tons slipped down the ways. The output for 1947 was 1,202,000 tons, 68,779 tons or 6.1 per cent more than in the previous year.

Total output for the past seventeen years was as follows: 1931, 502,000 tons; 1932, 188,000; 1933, 133,000; 1934, 460,000; 1935, 499,000; 1936, 856,000; 1937, 921,000; 1938, 1,030,000; 1939, 630,000; 1940, 843,000; 1941, 1,193,000; 1942, 1,284,000; 1943, 1,146,000; 1944, 932,000; 1945, 898,000; 1946, 1,133,000; and 1947, 1,202,000 tons.

The average annual output for the eight years 1923 to 1930 was 1,185,000 tons. The 1947 total represents 56.9 per cent of the world's production, which compares with 53.3 per cent in 1946 and 34 per cent in 1938.

Of the tonnage launched during the year, 380,153 tons (31.6 per cent) are for owners residing abroad. This percentage compares with 10.2 per cent in 1946 and 19.8 per cent in 1938. The principal countries purchasing these ships were as follows: France, 79,310 tons; Norway, 74,214 tons; Portugal, 52,627 tons; British Commonwealth countries, 50,103 tons; Denmark, 23,930 tons; Holland, 22,849 tons.

Trend in Favour of Motorships Noticeable

The total world output during 1947 amounted to 837 vessels of 2,111,886 tons. The trend in favour of motorships is noticeable, as the total included 530 vessels of 1,168,584 tons fitted with internal combustion engines. Eight of these (15,644 tons) were installed with electric drive. Continental shipyards in particular turned out a high proportion of motorships.

The steam tonnage launched was 257 vessels of 934,037 tons. It included one vessel of 12,200 tons to be fitted with turbo-electric drive, 61 vessels (524,075 tons) to be fitted with steam turbines and 25 vessels (95,589 tons) having a combination of steam reciprocating engines and turbines.

The report states that the tonnage launched in Canada during the year was 51 vessels of 103,987 tons, which is 32,089 tons more than in 1946.

Steamers total 18 vessels of 61,585 tons, all of which are fitted for burning oil fuel, and they include four vessels of 21,200 tons fitted with geared steam turbine engines.

Of 29 vessels of 81,513 tons (78.4 per cent of the total tonnage launched) intended for registration in other countries, 24 vessels totalling 73,713 tons are for registration in France.

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.

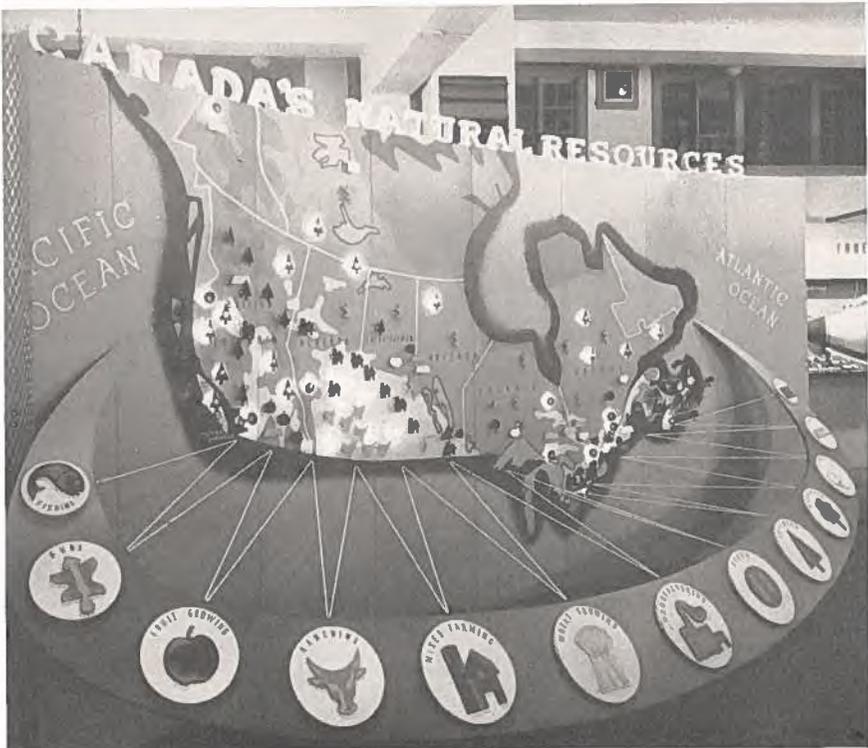
Canada Portrays Her Productive Capacity at British Trade Fair

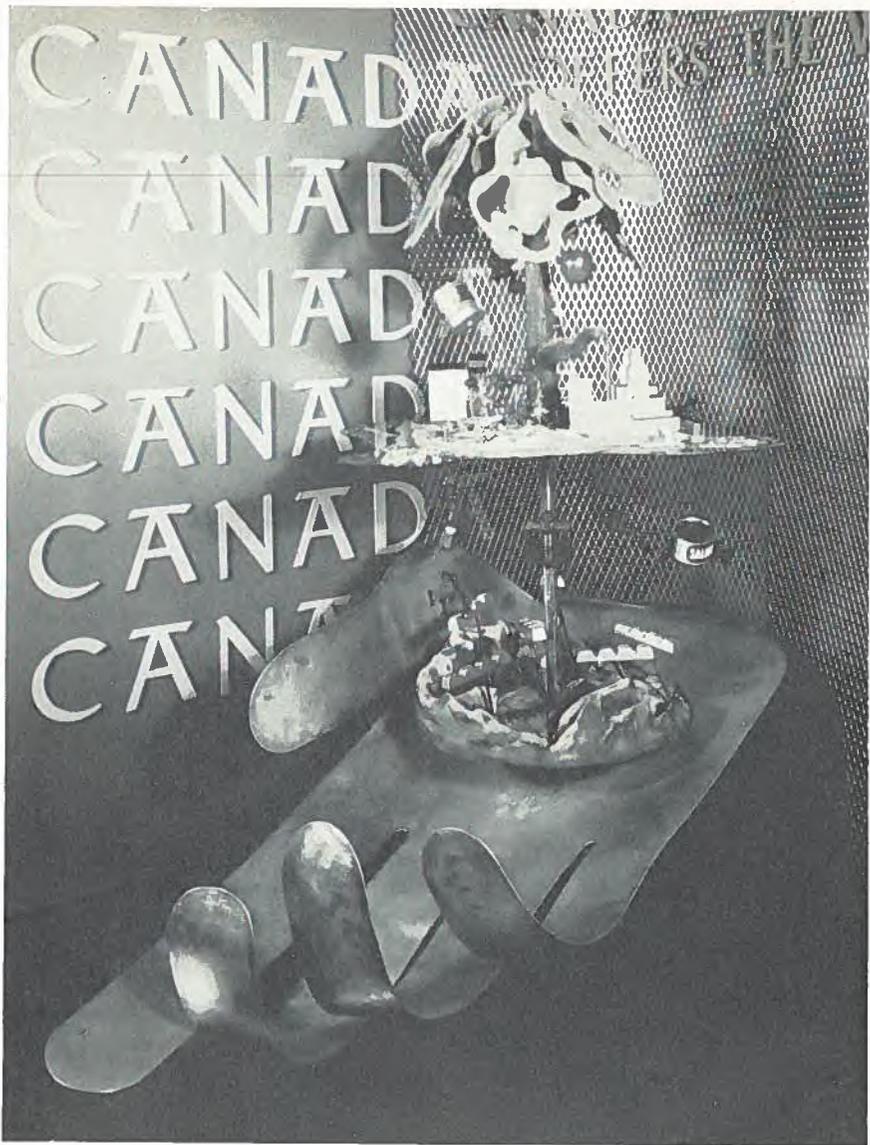
Display, prefabricated in Ottawa, erected at British Industries Fair, which opens its doors on Monday to buyers from many parts of the world—"Canada Offers the World . . ." is theme of this year's exhibit—Illustrated brochure provides more detailed information.

CANADA'S capacity to provide the world with foodstuffs, forest products, non-ferrous metals and manufactures will be portrayed at the British Industries Fair, which will open its doors next Monday to traders from the United Kingdom and many other countries. An elaborate display was designed by the Canadian Government Exhibition Commission and prefabricated in Ottawa. It will occupy some 1,200 square feet in the British Commonwealth and Empire Section, located in Earls Court, London, and is expected to arouse even more interest than the exhibit provided for the fair in 1947.

The theme of this year's display is "Canada Offers the World . . .", which is symbolized by a large aluminum hand, in the palm of which revolve the products of primary and secondary industry. At waist level, erected on a sheet of plexiglass, may be seen a miniature farm, a ship

Symbols and lights indicate on a map of Canada the location and wide variety of this country's natural resources. This will be a central feature of Canada's exhibit at the British Industries Fair, in London.





"Canada Offers the World . . ." is the theme of this year's display at the British Industries Fair, in London, which is represented by an aluminum hand, in the palm of which are shown products in miniature.

loading grain at a terminal elevator, forest growth, a railway and model factory. Fish, in model and canned form, are suspended below sea level, while mineral products are illustrated by ingots of base metals, by a mine shaft and an ore wagon on tracks that lead through underground tunnels. At the top of this almost surrealistic display is represented a tree, from whose branches hang natural and processed fruits.

The Canadian exhibit is featured by a large map of the Dominion, on which the various producing areas can be indicated by symbols and lights. A series of buttons may be pressed by visitors to illuminate the regions in which fruit is grown, cattle raised, wheat harvested, metals



Foodstuffs figure prominently in Canada's display at the British Industries Fair, one section being devoted to the different varieties of wheat produced in this country.

Section of Canada's display at British Industries Fair, photographed in Ottawa prior to shipment to London.



mined, timber felled and fish caught. The principal manufacturing sections of Canada are similarly outlined, together with the source of hydro-power on which they depend to such a material extent.

All these natural resources, and products available for export, are portrayed in greater detail on panels. Of special interest to British visitors will be the section which indicates that in 1947 Canada supplied the United Kingdom with 82 per cent of the wheat imported, 74 per cent of the bacon, 33 per cent of the eggs and 12 per cent of the cheese brought into that country.

The exhibit will be supplemented by a brochure, containing over 150 photographs that illustrate the ten sections into which it has been divided, as follows: Manufactures, heavy; manufactures, light; agriculture, forestry, mining, construction, transportation, electric power, fisheries and the fur industry. Charts indicate the net value of production in Canada over a period of twenty-five years for manufacturing and the primary industries, and the text develops in printed form the visual message conveyed by the display.

“Canada Produces”

Copies of this 48-page brochure, prepared for distribution at the British Industries Fair, in London, may be obtained on application to the King's Printer, Government Printing Bureau, Ottawa, for 25 cents each.

Provisions of European Recovery Program Briefly Summarized

Foreign Assistance Act effective till June 30, 1952—Administrator of Economic Co-operation Administration, in Washington, provided with wide powers—Domestic economy of United States to be protected—Sixteen participating countries known as “CEEC” countries.

FOUR separate acts comprise the Foreign Assistance Act of 1948, which has been passed by the United States Congress for the purpose of implementing the European Recovery Program. These are: (a) Economic Co-operation Act of 1948, (b) International Children's Emergency Fund Assistance Act of 1948, (c) Greek-Turkish-Chinese Assistance Act of 1948, and (d) China Aid Act of 1948.

The European Recovery Program will continue in effect until June 30, 1952, though it may be terminated at an earlier date by the passage of a joint resolution of the Senate and House of Representatives, except for any procurement already authorized. The purpose of the program is to assist the sixteen participating countries, which are commonly called the “CEEC” countries, this term being derived from the Committee on European Economic Co-operation. It aims to: (a) promote industrial and agricultural production, (b) restore and maintain the soundness of their currencies, budgets and finances, and (c) facilitate and stimulate the growth of international trade on a multilateral basis.

The administration of the program will be under an agency in Washington to be known as the Economic Co-operation Administration. This will be headed by an administrator, assisted by a deputy administrator and a staff in the United States and abroad.

Wide Powers Provided for Administrator

The administrator may:

- (a) Obtain from any source, including government stocks, any commodity required.
- (b) Process, store, transport and repair any commodities, but shall assure, as far as practicable, that at least 50 per cent of the gross tonnage of commodities procured in the United States shall be transported in United States flag vessels.
- (c) Procure or furnish necessary technical information or assistance.
- (d) Transfer any commodity or service to a participating country or its agent.
- (e) Allocate commodities and services for approved specific projects.
- (f) Establish accounts against which letters of commitments may be issued and withdrawals may be made for approved supplies on presentation of contracts, invoices, etc., by a participating country or its agent; purchases made outside the United States to be accounted for in accordance with regulations established by the administrator.
- (g) Use the available services of any United States department or co-operate with United Nations organizations or other international bodies, and may set up separate accounts for this purpose.
- (h) Guarantee investment by United States citizens or businesses for approved projects within a definite limit.

The administrator shall:

- (a) Minimize the drain of United States resources and avoid syphoning off vital needs of the people of the United States.
- (b) Get petroleum outside the United States as far as possible and try to cut the petroleum requirements.
- (c) See that, of the total wheat procured under the program, 25 per cent is provided in the form of flour.
- (d) Procure agricultural commodities required for the program, and not available within the participating countries, from surplus stocks in the United States, where these are available and providing the cost is not in excess of the domestic market price. The Department of Agriculture may pay 50 per cent of the sales price of such surplus commodities.
- (e) Export to non-participating countries in Europe only after CEEC requirements are met.
- (f) Use private channels of trade where possible.

The administrator will also be expected to:

- (a) Encourage the production in participating countries of materials required by the United States to meet actual or potential deficiencies.
- (b) Encourage travel by United States citizens in the participating countries.
- (c) Pay ocean freight on approved voluntary donations or relief packages to participating countries.
- (d) Refuse delivery of any commodities to participating countries which might be passed on in the same or in altered form to non-participating countries of Europe, and which the United States is refusing to export to such countries.

The Administrator may terminate assistance if:

- (a) The participating country is not adhering to its agreement with the United States or with the other participating countries, or is diverting assistance.
- (b) Assistance is no longer consistent with the national interests of the United States.

Canadian Exports, by Commodities

Commodity	March			January-March		
	1938	1947	1948	1938	1947	1948
(Millions of Dollars)						
Agricultural, Vegetable Products.....	13.1	45.3	45.3	42.5	142.1	138.3
Animals and Animal Products.....	10.0	25.1	32.3	30.5	79.8	102.4
Fibres, Textiles and Products.....	1.2	3.1	3.0	2.9	9.0	9.1
Wood, Wood Products and Paper.....	18.2	68.9	78.1	46.5	187.2	217.6
Iron and Products.....	7.0	20.8	21.2	18.6	62.3	60.6
Non-Ferrous Metals and Products.....	17.7	23.4	29.9	47.4	62.3	89.5
Non-Metallic Minerals, Products.....	1.9	5.4	6.4	5.0	15.2	17.4
Chemicals and Allied Products.....	2.3	7.4	6.2	5.3	19.1	19.2
Miscellaneous Commodities.....	2.0	9.6	6.0	4.6	20.2	17.8
TOTAL DOMESTIC EXPORTS.	73.3	209.0	228.4	203.2	597.1	672.0
(Thousands of Dollars)						
Agricultural, Vegetable Products:						
Fruits.....	462	776	289	2,605	4,344	993
Vegetables.....	205	2,008	783	563	4,180	2,718
Wheat.....	4,452	13,103	17,450	17,065	48,846	50,468
Grains, other.....	744	3,745	2,699	2,447	8,615	13,024
Flour of wheat.....	1,771	13,695	10,795	5,029	39,706	29,556
Farinaceous products, other.....	995	997	2,090	2,732	3,951	5,364
Sugar and products.....	215	293	183	320	1,099	566
Alcoholic beverages.....	985	2,327	1,886	2,743	7,083	6,455
Vegetable fats and oils.....	5	688	1,029	31	2,157	2,302
Rubber and products.....	1,361	2,579	2,980	3,385	7,508	8,109
Seeds.....	275	1,766	2,287	943	6,825	11,361
Tobacco.....	1,374	2,166	1,362	3,999	4,469	3,530
Vegetable products, other.....	215	1,130	1,489	646	3,339	3,858
Total.....	13,059	45,272	45,321	42,508	142,121	138,304
Animals and Animal Products:						
Cattle.....	1,069	816	1,681	2,057	2,253	4,156
Other animals, living.....	147	69	692	379	219	1,944
Fish and fishery products.....	2,516	7,109	5,606	6,834	20,400	23,792
Furs and products.....	1,415	4,140	1,913	7,093	9,927	7,999
Leather and products.....	464	1,617	1,287	1,232	5,079	4,423
Bacon and hams.....	2,837	4,395	10,348	8,617	12,551	24,217
Meats, other.....	429	2,488	3,870	1,267	16,379	14,542
Cheese.....	146	158	113	280	638	1,507
Milk products, other.....	226	530	642	720	1,768	2,095
Eggs, shell and processed.....	7	3,104	4,336	35	8,331	12,648
Animal products, other.....	726	651	1,801	1,960	2,219	5,090
Total.....	9,982	25,137	32,288	30,475	79,763	102,413
Fibres, Textiles and Products:						
Cotton products.....	271	778	646	669	2,093	2,226
Flax, hemp and jute products.....	15	90	133	29	204	383
Wool and products.....	115	484	530	336	1,665	1,495
Artificial silk and products.....	208	682	690	542	1,961	2,177
Textile products, other.....	550	1,037	1,042	1,346	3,027	2,811
Total.....	1,159	3,070	3,042	2,922	8,949	9,092
Wood, Wood Products and Paper:						
Planks and boards.....	3,130	17,733	15,350	7,917	46,434	47,721
Pulpwood.....	424	1,443	2,906	1,654	5,404	8,371
Unmanufactured wood, other.....	1,898	6,701	6,411	4,613	16,388	18,602
Wood pulp.....	2,899	14,193	18,074	7,440	37,311	48,087
Manufactured wood, other.....	323	681	536	874	1,660	1,566
Newsprint paper.....	8,685	25,032	31,955	21,467	71,878	84,760
Paper, other.....	765	2,442	2,569	2,384	6,628	7,542
Books and printed matter.....	77	688	310	199	1,506	978
Total.....	18,202	68,912	78,110	46,547	187,210	217,627

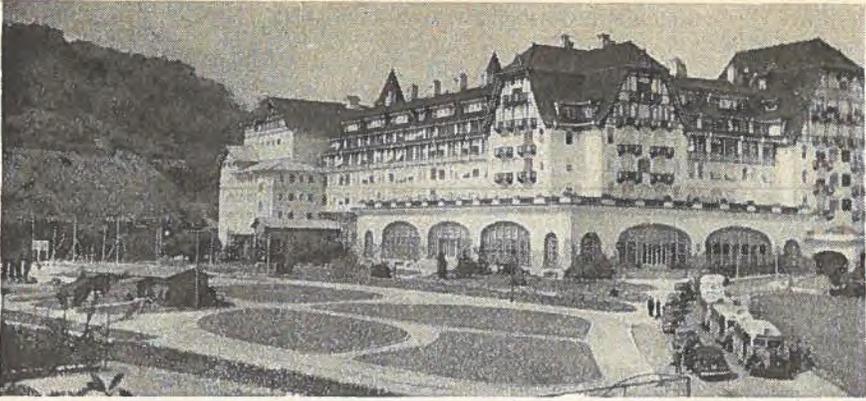
Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

Canadian Exports, by Commodities—Concluded

Commodity	March			January-March		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
Iron and Products:						
Iron ore.....					5	
Ferro-alloys.....	82	1,467	1,885	355	4,132	5,551
Pigs, ingots, blooms, billets.....	642	877	60	1,521	1,634	3,320
Rolling mill products.....	293	393	1,328	727	1,598	4,281
Locomotives and parts.....	9	1,565	194	10	6,722	1,747
Farm machinery and implements.....	902	3,498	6,188	2,546	8,410	17,058
Hardware and cutlery.....	142	365	438	516	1,245	1,268
Machinery (except farm).....	1,085	2,038	4,050	2,777	6,496	11,267
Automobiles, freight.....	853	3,152	1,890	2,664	14,014	3,230
Automobiles, passenger.....	2,054	3,533	1,305	5,002	8,265	4,580
Automobile parts.....	396	1,284	1,283	1,004	4,591	4,120
Railway cars and parts.....		69	82	9	117	95
Iron products, other.....	559	1,877	2,502	1,460	5,053	7,088
Total.....	7,017	20,769	21,205	18,589	62,282	60,605
Non-ferrous Metals and Products:						
Aluminium and products.....	1,824	3,855	7,154	5,275	8,934	23,491
Brass and products.....	91	258	564	248	796	1,590
Copper and products.....	5,104	3,619	5,726	12,200	9,908	19,236
Lead and products.....	673	2,897	2,854	2,184	6,273	6,438
Nickel.....	6,179	5,099	5,731	17,232	14,448	13,970
Precious metals, except gold.....	1,731	1,984	1,961	5,021	6,565	6,377
Zinc and products.....	1,206	3,082	3,302	3,214	8,828	6,568
Electrical apparatus, n.o.p.....	494	1,614	1,486	1,142	4,182	4,119
Non-ferrous products, other.....	443	1,006	1,109	841	2,366	2,748
Total.....	17,744	23,413	29,887	47,357	62,300	89,537
Non-Metallic Minerals, Products:						
Asbestos and products.....	797	2,659	3,198	2,026	6,587	3,597
Coal.....	123	209	507	460	928	1,474
Petroleum and products.....	83	437	488	118	1,431	1,559
Abrasives, artificial, crude.....	468	1,272	1,097	1,250	3,466	2,835
Non-metallic products, other.....	395	852	1,065	1,097	2,757	2,959
Total.....	1,865	5,428	6,356	4,950	15,168	17,424
Chemicals and Allied Products:						
Acids.....	148	285	415	322	826	1,215
Medicinal preparations.....	140	189	350	318	842	1,100
Fertilizers.....	1,279	3,603	2,623	2,527	8,966	8,858
Paints and varnishes.....	70	573	635	231	1,468	1,520
Calcium compounds.....	53	134	232	136	332	712
Soda and sodium compounds.....	418	516	404	992	1,308	1,007
Chemical products, other.....	153	2,078	1,532	733	5,361	4,822
Total.....	2,262	7,378	6,190	5,259	19,102	19,234
Miscellaneous Commodities:						
Toys and sporting goods.....	18	113	78	40	375	174
Films.....	399	304	301	960	695	929
Ships and vessels.....	43	1,591	1,300	93	4,060	4,762
Aircraft and parts.....	628	820	1,358	731	2,328	3,285
Electrical energy.....	298	411	331	1,076	1,173	1,061
Miscellaneous consumer goods.....	143	1,195	608	475	2,916	1,320
Miscellaneous, other.....	328	1,022	651	781	2,388	2,055
Donations and gifts.....		3,414	616		4,023	2,034
Non-commercial articles.....	180	725	727	484	2,264	2,165
Total.....	2,039	9,595	5,969	4,640	20,222	17,786

Shippers to Colombia Urged to Consult Agents

Bogotá, April 22, 1948.—(FTS)—Due to the recent disturbances in Colombia, exporters should consult local agents or their bank before shipping goods on order. This applies particularly to hardware importers in Bogotá and Barranquilla.



Brazil—Quitandinha Hotel, at Petropolis, where the Brazilian Government plans to inaugurate a permanent international trade fair on May 18, 1948. The exhibits will be classified under seven main headings, and planned at the beginning of each year to retain the continued interest of manufacturers and buyers throughout the world. All exhibits may enter the country free of duty. His Excellency Acyr Paes, Brazilian Ambassador to Canada, has extended a warm welcome to Canadian industry, which he trusts will be well represented.

David Scott Douglas Dies in 81st Year

David Scott Douglas, for nineteen years editor of the *Commercial Intelligence Journal*, died on April 23 in the Ottawa Civic Hospital, following a short illness. He was in his 81st year. The passing of "Duggie", as he was affectionately known to trade commissioners in many lands and to a host of friends in Ottawa, will be a source of deep regret. The foundations of *Foreign Trade* were laid by this able editor, to whose intimate knowledge of printing and publishing, untiring energy, sound judgment and devotion to duty many tributes were paid on the occasion of his retirement in 1938. When he joined the Department of Trade and Commerce in 1919, this publication was known as the *Weekly Bulletin*. It was not until January 2, 1922, that its name was changed to *Commercial Intelligence Journal*, this being considered more appropriate by reason of its connection with the Commercial Intelligence Service.

Mr. Douglas was born and educated in Edinburgh, where he became associated with the publishing firm of T. & A. Constable, King's Printers. Among his assignments was the compilation of a volume comprising all the alterations and various readings between the first and last editions of the works of George Meredith. He also compiled all the glossaries for the edition de luxe of Sir Walter Scott's novels, known as the Edinburgh Waverley and published in forty-eight volumes.

After four years as editor of the *Leith Observer*, Mr. Douglas was engaged by a Toronto firm to compile the general index to an outstanding history of this country, "Canada and its Provinces", in twenty-three volumes, which were edited jointly by Sir Arthur Doughty and Dr. Adam Shortt. On completion of this work, he joined the Canadian Government service, and spent a short time with the Department of the Secretary of State before being transferred to the Department of Trade and Commerce in 1919. His unflinching courtesy, helpful suggestions and friendly co-operation during the subsequent nineteen years provided inspiration for trade commissioners who were then young in the service. The present staff of *Foreign Trade* joins them in a final tribute to one who made an important contribution to the development of Canada's commercial relations with other countries.

Transfers in Trade Commissioner Service

J. H. English Transferred to Washington, D.C.



J. H. English

John Hascall English, Commercial Counselor for Canada in Johannesburg since 1946, has been transferred to Washington, D.C., where he is due on Monday, May 3. Mr. English will succeed Mr. H. A. Scott, who has been appointed Consul-General in San Francisco. In promoting Canadian commercial interests in South Africa, Mr. English assisted materially in the organization of Canada's trade mission to the Union last September. Headed by the Hon. James A. MacKinnon, Minister of Trade and Commerce, the group of government officials and leading businessmen arrived in Johannesburg on September 20, on which date Mr. English assumed responsibility for their tour of South Africa and Southern Rhodesia, ending at Johannesburg on October 14.

Born in Edmonton in 1901, Mr. English received his education in Calgary and Edmonton, graduating from the University of Alberta with a bachelor of commerce degree. He joined the Department of Trade and Commerce in 1926, and was successively assistant trade commissioner in New York and Kingston, Jamaica. Mr. English received his appointment as trade commissioner in Dublin, Eire, in 1928, being transferred to London, England, in 1933, as trade commissioner, and to Johannesburg in 1939. Three years later, he returned to headquarters, in Ottawa, as Director of the Export Planning Division. During the period of his stay in Canada, Mr. English was joint chairman of the Export Control Committee, chairman of the standing committee of the External Trade Advisory Committee, director of exports on the Wartime Prices and Trade Board, and represented the Department of Trade and Commerce at a conference of the United Nations Relief and Rehabilitation Administration, held in Montreal in 1945.

Mr. English will be succeeded in Johannesburg by Mr. S. V. Allen, former Commercial Secretary in Cape Town.

S. G. Tregaskes Appointed in Cape Town

Stuart Gerald Tregaskes, of Toronto, has been named Acting Commercial Secretary in Cape Town, in succession to Mr. S. V. Allen. Born in Toronto in 1918, he received his education in that city, and graduated from the University of Toronto with a bachelor of commerce degree. During the war, he served with the Royal Canadian Navy, being transferred to the reserve in 1946 with the rank of Lieut.-Commander. Mr. Tregaskes joined the Trade Commissioner Service in May, 1946, and was posted to Cape Town in March, 1947.



S. G. Tregaskes

S. V. Allen Transferred to Johannesburg

Stanley Vincent Allen, Commercial Secretary for Canada in Cape Town since July, 1946, has been transferred to Johannesburg, as successor to Mr. J. H. English, with whom he co-operated closely in perfecting plans for the Canadian Trade Mission to South Africa last September. Born in Calgary in 1908, he received his education in that city and in Edmonton, graduating from the University of Alberta with a bachelor of commerce degree. He joined the Department of Trade and Commerce in January, 1932, and the following year was appointed assistant trade commissioner at Hamburg, Germany. Three years later, Mr. Allen was transferred to London, England, and in February, 1942, to Washington, where he served for four years as assistant commercial secretary. During this period, he was Canadian Secretary of the Joint War Aid Committee, and Secretary of the advisory committee in Washington of the Mutual Aid Board.



S. V. Allen

Mr. Allen will be succeeded in Cape Town by Mr. S. G. Tregaskes, formerly assistant commercial secretary in that city.

H. A. Scott Appointed to San Francisco Post



H. A. Scott

Harry A. Scott, presently commercial counsellor of the Canadian Embassy in Washington, D.C., has been appointed Consul-General for Canada in San Francisco, with responsibility for the states of Washington, Oregon, California, Idaho, Nevada, Arizona, Montana, Wyoming, Colorado, New Mexico and Utah. It is expected that the consulate general will be opened on July 2.

Mr. Scott entered the Trade Commissioner Service in 1924, and served successively in Liverpool, London, Buenos Aires, Shanghai and Washington, where he has been commercial counsellor since 1941. He was born in Toronto in 1899, and graduated from Queen's University with a B.A. degree and a gold medal in economics in 1922, following active service with the Royal Naval Air Service and the Royal Canadian Navy. After a year in the foreign department of the Ford Motor Company of Canada, at Windsor, Ont., Mr. Scott entered the Department of Trade and Commerce in 1924.

He attended the Imperial Economic Conference, in Ottawa, in 1932, as adviser to the tariff committee; the United Maritime Consultative Conference, in Washington, in October, 1946; and the International Whaling Conference, in Washington, in December, 1946. In 1942, Mr. Scott was secretary of the Supervisory Board of the British Commonwealth Air Training Plan, in Ottawa.

W. G. Stark Receives Appointment to Brazil



W. G. Stark

William Garthorne Stark, who entered the Department of Trade and Commerce in August, 1931, as assistant trade commissioner, and was recently transferred to the Department of External Affairs, has been appointed First Secretary of the Canadian Embassy in Rio de Janeiro, Brazil. He was formerly Commercial Secretary at the Canadian Embassy in Lima, Peru, returning to this country last November to undertake a tour of Canada.

Mr. Stark was born in Toronto in 1908, receiving his education in that city and graduating from the University of Toronto with a bachelor of commerce degree in 1929. Before entering the government service in 1931, he worked with several brokerage firms in Toronto and London, England. He also assisted Professor Gilbert Jackson, economic consultant in Toronto, in industrial and economic surveys.

Brussels was his first foreign post, and he was transferred in succession to London, Rotterdam and, when a Canadian Legation was established in 1938 at The Hague, became assistant commercial attaché there. When German troops invaded the Netherlands in 1940, he escaped with other members of the Canadian Legation aboard the destroyer Mohawk, of the Royal Navy. On his return to Canada, Mr. Stark volunteered for war service, but was requested to continue in the Trade Commissioner Service, and was posted to Lima as assistant trade commissioner in 1940, being promoted commercial secretary four years later.

New Service to Caribbean and Mexico Planned

The Swedish American Line has announced the establishment of a regular freight service between Canada, Cuba, Jamaica, Venezuela, Colombia and Mexico, commencing with the departure of the M.V. *Sparreholm* from Montreal on May 17. It is planned to use Halifax and Saint John as the Canadian terminal ports during the winter months, following the close of navigation on the St. Lawrence.

Vessels to be employed in a three-weekly service have been operated to date in the transatlantic trade. They are all motorships, with a speed of 17 knots, and have accommodation for a limited number of passengers.

Tenders Called for Power Plant Equipment in India

New Delhi, April 2, 1948.—(FTS)—Tenders have been called by the Electricity Board of the East Punjab Public Works Department for the supply, delivery, erection, testing and commissioning of hydraulic turbines, alternators, transformers, switchgear, cables and accessories for the Nangal power project.

Tenders will be received by the Chief Engineer, Electricity Branch, East Punjab Public Works Department, General Headquarters Buildings, South Block, Simla, up to 1300 hours on August 10, 1948.

Interested Canadian manufacturers may obtain further details contained in the tender notice on application to the Department of Trade and Commerce, Ottawa, quoting file number 28536.

Progress of South African Fishing Industry Continued in Past Year

Achieved during wartime, private concerns extended plant and increased equipment through the assistance of the government-owned Fisheries Development Corporation—Ready market existed for Canadian salmon, sardines and herring.

By S. V. Allen, Commercial Secretary for Canada

(Editor's Note—This is the seventh in a series of nine articles on economic conditions in South Africa during the past year, prepared for publication in *Foreign Trade*. The previous articles appeared in the March 20th, March 27th, April 3rd, April 10th, April 17th and April 24th issues.)

CAPE TOWN, February 27, 1948.—Progress achieved by the fishing industry in South Africa during the war years was maintained during the past year. Private concerns extended their plant and increased their equipment through the assistance of the government-owned Fisheries Development Corporation. This applies particularly to the canning capacity for pilchards and mackerel, and the reduction facilities for the manufacture of oil and meal. The corporation also provided low-cost housing for fishermen in certain areas, and assisted in financing fishing boats and equipment. Further progress was made in the provision of fishing harbours, in co-operation with other government departments.

There is very little reliable statistical data available covering South Africa's growing fishing trade, but the Director of Fisheries late in 1947 issued the following data:

South African Production of Canned Fish, Fish Meal and Fish Oil

Canned Fish Production

	Pounds
Crawfish—average annual prewar pack	4,500,000
Other species—average annual prewar pack	400,000
Total average annual prewar canned fish pack	4,900,000
Crawfish—estimated 1947 canned fish pack	4,100,000
Other species—estimated 1947 canned fish pack	10,000,000
Total estimated 1947 pack	14,100,000

Fish Meal and Fish Oil Production

	Tons
Fish meal production, prewar annual average	1.500
Fish meal production, estimated 1947	2.000
Fish oil, prewar production	Nil
	Gallons
Fish oil, estimated 1947	445,000
Comprising: Fish body oil	250,000
Vitamin oils	160,000
Seal oil	35,000

The crawfish catch was limited to 6,100,000 pounds in 1947 in accordance with the conservation policy adopted the previous year. Largely to control the quality of crawfish tails exported to the United States in a frozen state, stringent packing and inspection regulations were introduced in 1947. Also local exporters concluded an agreement to dispose of this product in the United States through one channel in order to avoid excessive selling in any one local market at a time, and to stabilize returns to exporters under pooling arrangements.

Increased competition from abroad from a wide variety of canned and other processed fish was experienced during the year, as supplies became available with the termination of UNRRA and other relief contracts. A ready market existed for Canadian salmon, sardines and herring, which were imported on a scale almost at prewar level. The outlook for 1948 is equally favourable, except for herrings, in which it will be necessary for the product to meet South African competition.

Trade and Tariff Regulations

Peruvian Consular Fees to be Collected at Port of Entry

Lima, April 19, 1948.—(F.T.S.)—By a decree published April 17, 1948, all Peruvian consular fees will once again be collected by the Customs at the port of entry in Peru. Previously it had been decreed that consular fees for documents covering goods for which payment was to be made in free market exchange were to be collected from the exporter by the Peruvian Consul in the country of shipment (see *Foreign Trade* of April 24).

Under the new decree, in the case of goods imported on the basis of free market exchange, the consular fee will be paid by importers in Peru with free market dollars. Shippers are, however, still required to advise the Peruvian Consul, at the time of requesting the consular invoice, as to the number and date of expiration of the import licence and whether it is covered by official foreign exchange or free market exchange.

The basic Peruvian consular fee is 6 per cent of the f.o.b. value at the port of shipment.

United States Imports of Products Under Quota Reviewed

Washington, April 15, 1948.—(F.T.S.)—Preliminary figures issued by the Treasury Department show the standings of the quotas provided for under the General Agreement on Tariffs and Trade from the beginning of the quota periods to April 3, 1948:

	Total world quota	Reduction in duty from 1930 Tariff Act	Imports as of April 3, 1948 Quantity	Per Cent
Whole milk	3,000,000 gal. per calendar year	6½ to 2c per gal.	2,190 gal.	....
Cream	1,500,000 gal. per calendar year	56 6/10 to 20c per gal.	410 gal.	....
Butter	30,000,000 lbs. 3 months from January 1/48	14c per lb. to 7c per lb.	37,800 lbs.	....
Filleted fish, fresh or frozen; cod, haddock, hake, pollock, cusk and rosefish	24,930,188 lbs.*	2½ to 1½c per lb.	6,766,107 lbs.	27.1
Seed potatoes	2,500,000 bu. beginning September 15/47	75 to 37½c per 100 lbs.	2,210,997 bu.	88.4
White or Irish potatoes other than seed potatoes	1,000,000 bu. beginning September 15/47	75 to 37½c per 100 lbs.	863,690 bu.	86.3

*A proviso to the General Agreement on Tariffs and Trade limits the imports for consumption at the quota rate to 12,465,094 pounds during the first six months of 1948.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel.

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

Departures from Montreal

*Calls at Halifax about four days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	Apr. 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>Indoré</i>	Elder Dempster
Lourenço Marques..	May 25-30	<i>Halifax County</i>	March Shipping
Lourenço Marques..	May 26-June 8	<i>Chandler</i>	Elder Dempster
Lourenço Marques..	June 11-23	<i>Cambray</i>	Elder Dempster
Lourenço Marques..	June 25-30	<i>Colchester County</i>	Montreal Shipping
Lourenço Marques..	June 26-July 9	<i>New Texas</i>	Elder Dempster
Lourenço Marques..	June	<i>Thorscape</i>	Kerr Steamships
Lourenço Marques..	July 12-24	<i>Fantee</i>	Elder Dempster
Lourenço Marques..	July	<i>Thorsisle</i>	Kerr Steamships
Beira.....	May 12-24	<i>Indore</i>	Elder Dempster
Beira.....	June 26-July 9	<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
Africa-South—			
	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 26-June 8	<i>Chandler</i>	Elder Dempster
East London.....	June 11-23	<i>Cambray</i>	Elder Dempster
Durban.....	June 26-July 9	<i>New Texas</i>	Elder Dempster
	June	<i>Thorscape</i>	Kerr Steamships
	July 12-24	<i>Fantee</i>	Elder Dempster
	July	<i>Thorsisle</i>	Kerr Steamships
Argentina—			
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 18-21	<i>Bowmonte</i>	Cunard Donaldson
Buenos Aires.....	May 24-26	<i>Mormacsea</i>	Montreal Shipping
Buenos Aires.....	June 21-25	<i>Bowhill</i>	Cunard Donaldson
Buenos Aires.....	June	<i>Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane.....			
Sydney.....			
Geelong.....	May 1-8	<i>Port Saint John</i>	Montreal Australia
Melbourne.....			New Zealand Line
Adelaide.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgian Congo— Matadi.....	May 25-30	<i>Halifax County</i>	Montreal Shipping
Belgium—			
Antwerp.....	Apr. 28-May 4	<i>Mortain</i>	Furness Withy
Antwerp.....	Apr. 30-May 7	<i>Beaconsfield</i>	Cunard Donaldson
Antwerp.....	May 3-9	<i>Mont Sorel</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 Alta</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>	Shipping Limited
		<i>Friso</i>	
Antwerp.....	May 29-June 5	<i>Grey County</i>	Canada Steamships
Antwerp.....	May 30	<i>Hemsefjell</i>	Brock Shipping
Antwerp.....	Early June	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	June 5	<i>Hedel</i>	Shipping Limited
Antwerp.....	June 7	<i>Prins Willem Van Oranje</i>	Shipping Limited
		<i>Sein</i>	Furness Withy
Antwerp.....	June 9-15		Canada Steamships
Antwerp.....	June 12-17	<i>Brant County</i>	Brock Shipping
Antwerp.....	June 15	<i>Svanefjell</i>	Shipping Limited
Antwerp.....	June 15	<i>Prins Willem IV</i>	Canada Steamships
Antwerp.....	June 28-July 5	<i>Hada County</i>	
Brazil—			
Rio de Janeiro.....	May 1-6	<i>Beacon Grange</i>	Furness Withy
Santos.....	May 5-10	<i>John P. Harris</i>	Robert Reford
	May 24-26	<i>Mormacsea</i>	Montreal Shipping
	June	<i>Brazilian Prince</i>	Furness Withy
British Honduras— Belize.....	May 15-20	<i>Apollo (r)</i>	Saguenay Terminals
Celebes— Macassar.....	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
Ceylon—			
Colombo.....	May 1-5	<i>City of Lyons</i>	McLean Kennedy
Colombo.....	May 15-25	<i>Bayside</i>	March Shipping
Colombo.....	May 20-25	<i>Catrine</i>	McLean Kennedy
Colombo.....	June 5	<i>Merchant Prince</i>	McLean Kennedy
Colombo.....	June 20	<i>Derwenthall</i>	McLean Kennedy
China			
Shanghai.....	May 1-4	<i>Priam</i>	Cunard Donaldson
Shanghai.....	May 1-5	<i>City of Glasgow</i>	McLean Kennedy
Shanghai.....	May 15-25	<i>Bayside</i>	Montreal Shipping
Shanghai.....	June 5-9	<i>City of Khartoum</i>	McLean Kennedy
Shanghai.....	June 12-16	<i>Menestheus</i>	Cunard Donaldson
Colombia—			
Barranquilla.....	May 15-20	<i>Apollo (r)</i>	Saguenay Terminals
Cartagena.....			
Barranquilla.....	May 12-15	<i>Sparreholm</i>	Swedish American
Barranquilla.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
Barranquilla.....	June 11-16	<i>Benny (r)</i>	Saguenay Terminals
Cuba— Havana.....	May 12-15	<i>Sparreholm</i>	Swedish American
Denmark—			
Copenhagen.....	Apr. 29-May 3	<i>Danaholm</i>	Swedish American
Copenhagen.....	May 12-14	<i>Erland</i>	Swedish American
Copenhagen.....	May 13-19	<i>Krageholm</i>	Swedish American
Dominican Republic— Ciudad Trujillo.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Elre— Dublin.....	May 22-27	<i>Torr Head</i>	McLean Kennedy
Dublin..... Cork.....	May 6 May 31	<i>Bessa</i> <i>Irish Ash</i>	Shipping Limited Shipping Limited
Egypt— Alexandria..... Port Said..... Suez.....	May 8-14 May 27-June 2	<i>Calchas</i> <i>Agapenor</i>	Cunard Donaldson Cunard Donaldson
Alexandria..... Port Said.....	May 1-5 May 5-10 May 20-25	<i>City of Lyons</i> <i>Dan-y-Bryn</i> <i>Catrine</i>	McLean Kennedy McLean Kennedy McLean Kennedy
Finland— Helsinki..... Helsinki..... Helsinki.....	Apr. 29-May 3 May 12-14 May 13-19	<i>Danaholm</i> <i>Erland</i> <i>Krageholm</i>	Swedish American Swedish American Swedish American
France— Le Havre..... Le Havre..... Le Havre..... Le Havre..... Le Havre..... Le Havre..... Le Havre..... Le Havre..... Le Havre..... Le Havre..... Marseilles.....	Apr. 28-May 4 May 3-9 May 6 May 10-15 May 13-19 May 17-23 May 24-29 May 29-June 5 June 9-15 June 12-17 May 11-17	<i>Mortain</i> <i>Mont Sorrel</i> <i>Kent County</i> <i>Marchcape</i> <i>Krageholm</i> <i>Mont Alla</i> <i>Marchport</i> <i>Grey County</i> <i>Sein</i> <i>Brant County</i> <i>Capo Vita</i>	Furness Withy Montreal Shipping Canada Steamships Montreal Shipping Swedish American Montreal Shipping Montreal Shipping Canada Steamships Furness Withy Canada Steamships
Germany— Bremerhaven.....	Apr. 28-May 3	<i>Beaverbrae</i>	Canadian Pacific
Hamburg..... Hamburg..... Hamburg..... Hamburg..... Hamburg..... Hamburg..... Hamburg.....	Apr. 30-May 7 May 3-9 May 10-15 May 13-19 May 17-23 May 24-29 Early June	<i>Beaconsfield</i> <i>Mont Sorrel</i> <i>Marchcape</i> <i>Krageholm</i> <i>Mont Alla</i> <i>Mont Catir</i> <i>Beckenham</i>	Cunard Donaldson Montreal Shipping Montreal Shipping Swedish American Montreal Shipping Montreal Shipping Cunard Donaldson
Gibraltar	Apr. 25-May 10 May 20-28	<i>Mont Gaspe</i> <i>Italo Marsano</i>	Montreal Shipping Montreal Shipping
Greece— Piraeus..... Patras.....	May 1-3	<i>Grigorios C. III.</i>	Cunard Donaldson
Piraeus..... Piraeus.....	Apr. 25-May 10 May 20-28	<i>Mont Gaspe</i> <i>Italo Marsano</i>	Montreal Shipping Montreal Shipping
Haiti— Port au Prince.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
Hong Kong	May 1-4 May 1-5 May 15-25 June 5-9 June 12-16	<i>Priam</i> <i>City of Glasgow</i> <i>Bayside</i> <i>City of Khartoum</i> <i>Menestheus</i>	Cunard Donaldson McLean Kennedy March Shipping McLean Kennedy Cunard Donaldson
India— Bombay..... Karachi..... Madras..... Calcutta.....	May 1-5 May 5-10 May 15-25 May 20-25 June 5 June 20	<i>City of Lyons</i> <i>Dan-y-Bryn</i> <i>Bayside</i> <i>Catrine</i> <i>Merchant Prince</i> <i>Derwenthall</i>	McLean Kennedy McLean Kennedy March Shipping McLean Kennedy McLean Kennedy McLean Kennedy
Italy— West Coast Ports... Naples..... Genoa..... Genoa.....	May 11-17 May 20-28 Apr. 25-May 10 May 1-3	<i>Capo Vita</i> <i>Italo Marsano</i> <i>Mont Gaspe</i> <i>Grigorios C. III.</i>	Furness Withy Montreal Shipping Montreal Shipping Cunard Donaldson

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Malaya—			
Penang.....	May 8-14	<i>Calchas</i>	Cunard Donaldson
Port Swettenham...	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Mediterranean—			
Central and Western	{ Apr. 25-May 10	<i>Mont Gaspe</i>	Montreal Shipping
	May 20-28	<i>Italo Marsano</i>	Montreal Shipping
Mexico—			
Veracruz.....	May 12-15	<i>Sparreholm</i>	Swedish American
Veracruz.....	May 29	<i>Federal Pioneer</i>	McLean Kennedy
Netherlands—			
	{ Apr. 30-May 7	<i>Beaconsfield</i>	Cunard Donaldson
	May 3-9	<i>Mont Sorrel</i>	Montreal Shipping
	May 10-15	<i>Marchcape</i>	Montreal Shipping
	May 12	<i>Prins Alexander</i>	Shipping Limited
	May 17-23	<i>Mont Alta</i>	Montreal Shipping
	May 18	<i>Prins Frederik Hendrik</i>	Shipping Limited
Amsterdam.....	May 24-29	<i>Marchport</i>	Montreal Shipping
Rotterdam.....	May 26	<i>Prins Johan Willem</i>	Shipping Limited
	June 2	<i>Friso</i>	Shipping Limited
	Early June	<i>Prins Willem Van Oranje</i>	Cunard Donaldson
	June 5	<i>Beckenham</i>	Shipping Limited
	June 15	<i>Hedel</i>	Shipping Limited
		<i>Prins Willem IV.</i>	Shipping Limited
Rotterdam.....	Apr. 26-May 3	<i>Marchcape</i>	Montreal Shipping
Rotterdam.....	May 6	<i>Kent County</i>	Canada Steamships
Rotterdam.....	May 10	<i>Ravnefjell</i>	Brock Shipping
Rotterdam.....	May 13-19	<i>Krageholm</i>	Swedish American
Rotterdam.....	May 29-June 5	<i>Grey County</i>	Canada Steamships
Rotterdam.....	May 30	<i>Hemsefjell</i>	Brock Shipping
Rotterdam.....	June 12-17	<i>Brant County</i>	Canada Steamships
Rotterdam.....	June 15	<i>Svaneffjell</i>	Brock Shipping
Rotterdam.....	June 28-July 5	<i>Hada County</i>	Canada Steamships
Netherlands East Indies—			
Batavia.....	{ May 8-14	<i>Calchas</i>	Cunard Donaldson
Cheribon.....	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Batavia.....	{ May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
Soerabaya.....			
Netherlands West Indies—			
Curaçao.....	May 15-20	<i>Apollo (r)</i>	Saguenay Terminals
Curaçao.....	June 11-16	<i>Benny (r)</i>	Saguenay Terminals
Newfoundland—			
St. John's.....	May 8-11	<i>Wellington Kent</i>	Furness Withy
St. John's.....	May 10-13	<i>Blue Peter II. (r)</i>	Montreal Shipping
St. John's.....	May 26-29	<i>Blue Peter II. (r)</i>	Montreal Shipping
New Zealand—			
Auckland.....	{ May 24-31	<i>Port Halifax</i>	Montreal Australia
Wellington.....			New Zealand Line
Lyttelton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	May 22-27	<i>Lord Glentoran</i>	McLean Kennedy
Norway—			
Oslo.....	{ Apr. 29-May 3	<i>Danaholm</i>	Swedish American
Kristiansand.....	May 12-14	<i>Erland</i>	Swedish American
Stavanger.....	May 13-19	<i>Krageholm</i>	Swedish American
Bergen.....	May 15	<i>Rutenfjell</i>	Brock Shipping
	June 5	<i>Orneffjell</i>	Brock Shipping
	June 25	<i>Carmelfjell</i>	Brock Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Philippines—			
Manila.....	May 1-4	<i>Priam</i>	Cunard Donaldson
Manila.....	May 1-5	<i>City of Glasgow</i>	McLean Kennedy
Manila.....	June 5-9	<i>City of Khartoum</i>	McLean Kennedy
Manila.....	June 12-16	<i>Menestheus</i>	Cunard Donaldson
Poland—			
Gdansk.....	Apr. 29-May 3	<i>Danaholm</i>	Swedish American
Gdansk.....	May 12-14	<i>Erland</i>	Swedish American
Gdansk.....	May 13-19	<i>Krageholm</i>	Swedish American
Portugal—			
Lisbon.....	Apr. 25-May 10	<i>Mont Gaspe</i>	Montreal Shipping
Lisbon.....	May 20-28	<i>Italo Marsano</i>	Montreal Shipping
Singapore.....			
	May 8-14	<i>Calchas</i>	Cunard Donaldson
	May 15-25	<i>Bayside</i>	March Shipping
	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Sweden—			
Gothenburg.....	Apr. 29-May 3	<i>Danaholm</i>	Swedish American
Malmo.....			
Norrkoping.....			
Stockholm.....			
Syria—			
Beirut.....	May 1-3	<i>Grigorios C. III.</i>	Cunard Donaldson
Trieste.....			
	May 1-3	<i>Grigorios C. III.</i>	Cunard Donaldson
Turkey—			
Istanbul.....	May 1-3	<i>Grigorios C. III.</i>	Cunard Donaldson
United Kingdom—			
Avonmouth.....	May 6-12	<i>Moveria (r)</i>	Cunard Donaldson
Avonmouth.....	May 27-June 3	<i>Norwegian</i>	Cunard Donaldson
Bristol.....	May 14-18	<i>New York City</i>	Furness Withy
Glasgow.....	May 20-27	<i>Delilian (r)</i>	Cunard Donaldson
Glasgow.....	May 30-June 8	<i>Laurentia</i>	Cunard Donaldson
Hull.....	May 1-5	<i>Consuelo (r)</i>	McLean Kennedy
Leith.....	May 24-28	<i>Cairnvalona</i>	Furness Withy
Liverpool.....	May 2-7	<i>Fort Musquarro</i>	Cunard Donaldson
Liverpool.....	May 8	<i>Empress of Canada (r)</i>	Canadian Pacific
Liverpool.....	May 11	<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 22-27	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	May 22-27	<i>Lord Glentoran</i>	McLean Kennedy
London.....	May 4	<i>Beaverbrae (r)</i>	Canadian Pacific
London.....	May 10	<i>Ravnefjell</i>	Brock Shipping
London.....	May 11	<i>Beaverdell (r)</i>	Canadian Pacific
London.....	May 15	<i>Beaverlake (r)</i>	Canadian Pacific
London.....	May 8-15	<i>Asia (r)</i>	Cunard Donaldson
London.....	May 19	<i>Beavercove (r)</i>	Canadian Pacific
London.....	May 21-23	<i>Vandalia</i>	Cunard Donaldson
Manchester.....	May 3-8	<i>Manchester Regiment (r)</i>	Furness Withy
Manchester.....	May 10-15	<i>Manchester Progress (r)</i>	Furness Withy
Manchester.....	May 19-22	<i>Manchester Trader (r)</i>	Furness Withy
Manchester.....	May 26-29	<i>Manchester Port (r)</i>	Furness Withy
Newcastle.....	May 24-28	<i>Cairnvalona</i>	Furness Withy
Uruguay—			
Montevideo.....	May 1-6	<i>Beacon Grange</i>	Furness Withy
Montevideo.....	May 5-10	<i>John P. Harris</i>	Robert Reford
Montevideo.....	May 24-26	<i>Mormacsea</i>	Montreal Shipping
Montevideo.....	June 21-25	<i>Bowhill</i>	Cunard Donaldson
Montevideo.....	June	<i>Brazilian Prince</i>	Furness Withy

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Venezuela—			
La Guaira	May 15-20	<i>Apollo</i> (r)	Saguenay Terminals
Maracaibo	June 11-16	<i>Benny</i> (r)	Saguenay Terminals
La Guaira	May 12-15	<i>Sparreholm</i>	Swedish American
Puerto Cabello	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
West Indies—			
Bermuda	{ Apr. 27-May 6 May 7-8 May 11-20 May 25-June 3 June 8-17	* <i>Alcoa Polaris</i> (r) * <i>Canadian Constructor</i> (r) * <i>Alcoa Pointer</i> * <i>A Ship</i> * <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Alcoa Steamships
Antigua	{ Apr. 27-May 6 May 7-8 May 11-20 May 25-June 3 June 8-17	* <i>Alcoa Polaris</i> (r)	Alcoa Steamships
Barbados		* <i>Canadian Constructor</i> (r)	Canadian National
Grenada		* <i>Alcoa Pointer</i>	Alcoa Steamships
St. Kitts		* <i>A Ship</i>	Alcoa Steamships
St. Lucia		* <i>A Ship</i>	Alcoa Steamships
St. Vincent		* <i>A Ship</i>	Alcoa Steamships
Trinidad			
Dominica	May 7-8	* <i>Canadian Constructor</i> (r)	Canadian National
Montserrat			
Jamaica	May 12-15	<i>Sparreholm</i>	Swedish American
British Guiana	{ Apr. 27-May 6 May 7-8 May 11-20 May 25-June 3 June 8-17	* <i>Alcoa Polaris</i> * <i>Canadian Constructor</i> (r) * <i>Alcoa Pointer</i> * <i>A Ship</i> * <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Alcoa Steamships

Departures from Halifax

*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago	May 4-7	<i>Lake Traverse</i>	Pickford and Black
Santiago	May 25-28	<i>Dufferin Bell</i>	Pickford and Black
Newfoundland—			
Saint John's	May 10-12	<i>Mayhaven</i>	Shaw Steamships
Saint John's	May 11-14	<i>Fort Townshend</i>	Furness Withy
Saint John's	May 18-22	<i>Nova Scotia</i>	Furness Withy
Saint John's	May 21-24	<i>Mayhaven</i>	Shaw Steamships
Saint John's	June 1-3	<i>Mayhaven</i>	Shaw Steamships
St. Pierre et Miquelon			
	{ May 10-12 May 21-24	<i>Mayhaven</i> <i>Mayhaven</i>	Shaw Steamships Shaw Steamships
United Kingdom—			
Avonmouth	May 6-10	<i>Montreal City</i>	Furness Withy
Liverpool	May 18-22	<i>Nova Scotia</i>	Furness Withy
London	May 18-22	<i>Mahronda</i> (r)	Cunard Donaldson
West Indies—			
Jamaica	{ May 4-7 May 25-28	<i>Lake Traverse</i> <i>Dufferin Bell</i>	Pickford and Black Pickford and Black
Bermuda	May 18-21	<i>Fort Townshend</i>	Furness Withy

Air Mail for Guatemala Suggested

C. B. Birkett, Canadian Trade Commissioner in Guatemala City, has advised that considerable delays have been experienced in the delivery of letters forwarded from Canada by surface mail, and suggests that all correspondence should be forwarded by air mail, where possible.

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Colombia—			
Barranquilla.....	May 1-7	<i>Shakespeare Park</i>	Saguenay Terminals
Barranquilla.....	June 11-12	<i>Wentworth Park</i>	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo.....	May 1-7	<i>Shakespeare Park</i>	Saguenay Terminals
Ciudad Trujillo.....	June 11-12	<i>Wentworth Park</i>	Saguenay Terminals
Eire—			
Dublin.....	May 7	<i>Inishowen Head</i>	McLean Kennedy
Haiti—			
Port au Prince.....	May 1-7	<i>Shakespeare Park</i>	Saguenay Terminals
Port au Prince.....	June 11-12	<i>Wentworth Park</i>	Saguenay Terminals
Northern Ireland—			
Belfast.....	May 7	<i>Inishowen Head</i>	McLean Kennedy
United Kingdom—			
Liverpool.....	May 7	<i>Inishowen Head</i>	McLean Kennedy
Manchester.....	May 11-15	<i>Manchester Commerce (r)</i>	Furness Withy
Venezuela—			
La Guaira.....	May 1-7	<i>Shakespeare Park</i>	Saguenay Terminals
Puerto Cabello.....	June 11-12	<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
Africa-East—			
Lourenço Marques.....	May 4	<i>Silverteak</i>	Dingwall Cotts
Beira.....	June 8	<i>Utrecht</i>	Dingwall Cotts
Africa-South—			
Cape Town.....	Apr. 24-May 9	<i>Lake Minnewanka</i>	North Pacific Shipping
Port Elizabeth.....	May 4	<i>Silverteak</i>	Dingwall Cotts
East London.....	May 5	<i>Lake Okanagan</i>	North Pacific Shipping
Durban.....	May 27	<i>Lake Chilco</i>	North Pacific Shipping
	June 8	<i>Utrecht</i>	Dingwall Cotts
Argentina—			
Buenos Aires.....	May 10	<i>Falkanger</i>	Empire Shipping
Buenos Aires.....	June 6	<i>Ravnanger</i>	Empire Shipping
Australia—			
Melbourne.....	May 20	<i>Waihemo</i>	Canadian Australasian
Sydney.....			
Sydney.....	May 6-15	<i>Barranduna</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
Brisbane.....			
Hobart.....	June 1	<i>Waikawa</i>	Canadian Australasian
Sydney.....			
Melbourne.....			

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Australia—Con.			
Newcastle.....	} June 19-22	<i>Mangarella</i>	Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	May 7	<i>Pont l'Eveque</i>	Empire Shipping
Antwerp.....	May 10	<i>La Plata</i> (r)	Gardner Johnson
Antwerp.....	May 26	<i>Port en Bessin</i>	Empire Shipping
Antwerp.....	May 28	<i>Golden Gate</i> (r)	Gardner Johnson
Antwerp.....	June	<i>Rouen</i>	Empire Shipping
Brazil—			
Rio de Janeiro.....	} May 10	<i>Overo</i>	Anglo Canadian
Santos.....			
Burma—			
Rangoon.....	May 5	<i>Manx Fisher</i>	Dingwall Cotts
Rangoon.....	May 14-15	<i>China Mail</i> (r)	American Mail Line
Canal Zone—			
Balboa.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
Balboa.....	} May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Cristobal.....			
Ceylon—			
Colombo.....	May 10	<i>Rotti</i>	Dingwall Cotts
Colombo.....	May 14-15	<i>China Mail</i> (r)	American Mail Line
Colombo.....	June 10	<i>Hoegh Silverlight</i>	Dingwall Cotts
Chile—			
Arica.....	} May 4	<i>Santa Adela</i> (r)	Gardner Johnson
Antofagasta.....			
Arica.....	} May 14	<i>Santo Leonor</i>	Gardner Johnson
Antofagasta.....			
Valparaiso.....			
Valparaiso.....	May 10	<i>Falkanger</i>	Empire Shipping
Valparaiso.....	June 6	<i>Ravnanger</i>	Empire Shipping
China—			
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 14	<i>Lake Cowichan</i>	Empire Shipping
Taku Bar.....	May 24-25	<i>Vingnes</i>	Empire Shipping
	June 21-22	<i>Vito</i>	Empire Shipping
Colombia—			
Buenaventura.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
Buenaventura.....	May 15-20	<i>Don Anselmo</i>	Empire Shipping
Costa Rica—			
Puntarenas.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Ecuador—			
Guayaquil.....	May 4	<i>Santa Adela</i> (r)	Gardner Johnson
Guayaquil.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
France—			
Le Havre.....	May 7	<i>Pont l'Eveque</i>	Empire Shipping
Le Havre.....	May 26	<i>Port en Bessin</i>	Empire Shipping
Le Havre.....	June	<i>Rouen</i>	Empire Shipping
Marseilles.....	May	<i>A Ship</i>	Anglo Canadian
Greece—			
Piraeus.....	May 10	<i>A Ship</i>	Anglo Canadian
Piraeus.....	May 10	<i>Samuel Colt</i>	Empire Shipping
Salonica.....	May 20	<i>Aristotelis</i>	Empire Shipping

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Guatemala—			
San Jose.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
San Jose.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Honduras—			
Amapala.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Hong Kong.....	May 4	<i>Lake Tatta</i>	Canada Shipping
	May 14	<i>Bougainville</i>	Balfour Guthrie
	May 21-22	<i>Washington Mail</i> (r)	American Mail Line
	May 24-25	<i>Vingnes</i>	Empire Shipping
	June 14	<i>Roseville</i>	Balfour Guthrie
	June 21-22	<i>Vito</i>	Empire Shipping
India and Pakistan—			
Bombay.....	May 10	<i>Rotti</i>	Dingwall Cotts
Karachi.....	June 10	<i>Høegh Silverlight</i>	Dingwall Cotts
Madras.....	May 14-15	<i>China Mail</i> (r)	American Mail Line
Calcutta.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
Calcutta.....	May 5	<i>Manz Sailor</i>	Dingwall Cotts
Italy—			
Genoa.....	May 10	<i>Samuel Colt</i>	Empire Shipping
Naples.....	May 22	<i>Aristotelis</i>	Empire Shipping
Genoa.....	May	<i>A Ship</i>	Anglo Canadian
Japan—			
Yokohama.....	May 21-22	<i>Washington Mail</i> (r)	American Mail Line
Yokohama.....	May 28-29	<i>India Mail</i>	American Mail Line
Malaya—			
Penang.....	May 14	<i>Bougainville</i>	Balfour Guthrie
Port Swettenham.....	May 14-15	<i>China Mail</i> (r)	American Mail Line
	June 14	<i>Roseville</i>	Balfour Guthrie
Mexico—			
Acapulco.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Manzanillo.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
Netherlands—			
Rotterdam.....	May 7	<i>Pont l' Eveque</i>	Empire Shipping
Amsterdam.....	May 26	<i>Port en Bassin</i>	Empire Shipping
Rotterdam.....	June	<i>Rouen</i>	Empire Shipping
Netherlands East Indies—			
Batavia.....	May 14	<i>Bougainville</i>	Balfour Guthrie
Soerabaya.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
	June 10	<i>Høegh Silverlight</i>	Dingwall Cotts
	June 14	<i>Roseville</i>	Balfour Guthrie
Batavia.....	May 5	<i>Manz Sailor</i>	Dingwall Cotts
Batavia.....	May 10	<i>Rotti</i>	Dingwall Cotts
New Zealand—			
Auckland.....	May 15	<i>Waitemata</i>	Canadian Australasian
Wellington.....			
Lyttelton.....			
Dunedin.....			
Auckland.....	June 1	<i>Waikawa</i>	Canadian Australasian
Wellington.....			
Peru—			
Callao.....	May 4	<i>Santa Adela</i> (r)	Gardner Johnson
Talara.....			
Callao.....	May 14	<i>Santa Leonor</i>	Gardner Johnson
Mollendo.....			

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines—			
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.....	May 5	<i>Manx Sailor</i>	Dingwall Cotts
Iloilo.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
Manila.....	May 10	<i>Rotti</i>	Dingwall Cotts
Manila.....	May 14-15	<i>China Mail (r)</i>	American Mail Line
Manila.....	May 24-25	<i>Vingnes</i>	Empire Shipping
Manila.....	June 21	<i>Vito</i>	Empire Shipping
Salvador—			
La Union.....	May 15-20	<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
Singapore.....	May 5	<i>Manx Sailor</i>	Dingwall Cotts
	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
Society Islands—			
Papeete.....	May 15	<i>Waitemata</i>	Canadian Australasian
Papeete.....	June 1	<i>Waikawa</i>	Canadian Australasian
Sweden—			
Gothenburg.....	May 10	<i>La Plata (r)</i>	Gardner Johnson
Helsingborg.....			
Malmö.....			
Stockholm.....			
Gothenburg.....	May 28	<i>Golden Gate (r)</i>	Gardner Johnson
Stockholm.....			
Tonga—			
Nukualofa.....	May 20	<i>Waihemo</i>	Canadian Australasian
Trieste.....	May 10	<i>A Ship</i>	Anglo Canadian
United Kingdom—			
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 1-17	<i>Lake Babine</i>	Empire Shipping
London.....	May	<i>Corrientes</i>	Balfour Guthrie
London.....	May 6	<i>Lake Kootenay</i>	Anglo Canadian
London.....	May 10	<i>La Plata (r)</i>	Gardner Johnson
London.....	May 15	<i>Lake Lillooet</i>	Anglo Canadian
London.....	May 28	<i>Golden Gate (r)</i>	Gardner Johnson
London.....	June	<i>Parthenia</i>	Balfour Guthrie
Uruguay—			
Montevideo.....	May 10	<i>Falkanger</i>	Empire Shipping
Venezuela—			
Puerto Cabello.....	May 15-20	<i>Don Anselmo</i>	Empire Shipping
La Guaira.....			
Maracaibo.....			
Bachaquero.....			

Indonesian Rubber Exports for 1948 Estimated at 350,000 Tons

The Ministry of Economic Affairs in Batavia states that the total quantity of rubber to be exported by Indonesia in 1948 is estimated by experts at approximately 350,000 tons, 100,000 tons of which are estate rubber and 250,000 tons native rubber. (*Netherlands Trade and Industry.*)

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. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.

Cable address, *Canadian Frankfurt/Main*.

Greece

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

Territory includes Turkey.

Guatemala

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

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

Hong Kong

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

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

India

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

Territory includes Burma and Ceylon.

Ireland

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

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

Italy

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

Territory includes Czechoslovakia, Malta Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Foreign Trade Service Abroad—Concluded

Mexico

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

Netherlands

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

Newfoundland

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

New Zealand

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

Norway

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

Pakistan

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

Peru

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

Portugal

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

Singapore

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

South Africa

Johannesburg—S. V. ALLEN, 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. G. TREGASKES, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683. Free State, South-West Africa, Mauritius and Madagascar. Cable address, *Cantracom*.

Sweden

Stockholm—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen

7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

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

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

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—J. H. ENGLISH, 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 News Building, 400 West Madison Street

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

Venezuela

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

Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Apr. 19	Nominal Quotations Apr. 26
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