

FOREIGN TRADE

OTTAWA, MAY 15, 1948

Published Weekly
By
Foreign Trade Service
Department of Trade and Commerce

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COVER SUBJECT—Sheep, which now roam an area of sixty square miles of the rich pastoral Riverina district of New South Wales, formerly devoted to cattle ranching. Three winners of the "Progressive Farmer Competition", conducted by the Rural Bank of New South Wales, are due in Winnipeg tomorrow for a three-week tour of Canada, during which they will study agricultural methods in this Dominion. (Their itinerary is given on page 959 of this issue of *Foreign Trade*). During the past year, a total of 9,084,105 sheep and 8,332,198 lambs were slaughtered in Australia. It is estimated that the wool clip for the current season will total 3,000,000 bales, valued at £A135,000,000 (\$434,700,000).

Photo by Australian Department of Information

European Recovery Program is Related to Canadian Economy

By Right Hon. C. D. Howe

Exports of essential foodstuffs, raw materials and manufactures may be maintained at 1947 level—Indirect assistance rendered United States by reducing inflationary pressures—Contribution by Canada to recovery of Europe, valued at \$1,500,000,000 over three years, twice that of United States on per capita basis—Readjustments in trade patterns necessary, and sacrifices involved.

MISCONCEPTIONS of the European Recovery Program, as related to the Canadian economy, were clarified by the Right Hon. C. D. Howe during the course of an address to the Rotary Club of Montreal on May 11. The Minister of Trade and Commerce explained that reports of several hundred million dollars being added to the current flow of exports from this country were far from the truth. "Last year's exports were supported by credits which we can no longer provide", he said. "Therefore, were it not for the European Recovery Program off-shore purchases, our exports would have declined inevitably. Now we may hope, not that shipments will be greatly increased, but that they will be maintained at least at the level of 1947."

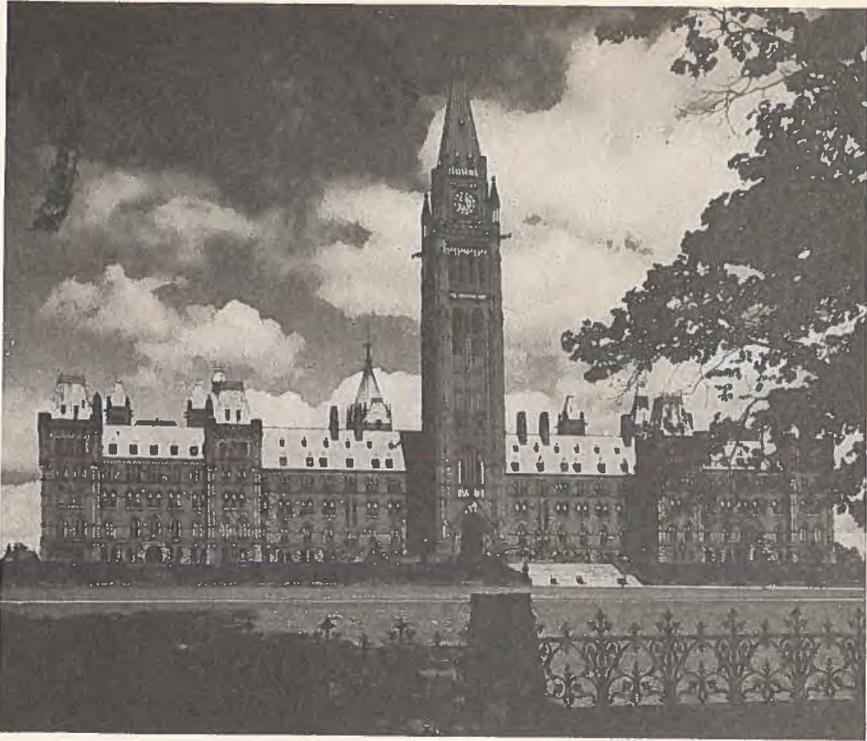
Secondly, the Minister discounted the prevalent impression that the European Recovery Program would automatically solve Canada's United States dollar problem. "Since the war, we have been able to cover our net deficit with the United States by drawings on our accumulated reserves and by transfers of United States dollars from the United Kingdom. Expenditures by the United States, under the Economic Cooperation Act, for goods and services from Canada will simply enable us to continue export shipments without having the indirect effect of further depleting our supplies of United States dollars", he continued.

Canadian Reserves Abnormally Low

"But, it is not enough for us to stop the drain on our reserves. We must build them up, since they are now abnormally low. Were we to relax our controls on capital and consumer goods at this stage, imports from the United States would almost certainly rise sharply, in view of our current income levels and consumption habits. We would again face an exchange crisis. Consequently, we have to continue with import restrictions until our economic position and that of our European customers improves.

"The European Recovery Program means that we in Canada will be enabled to continue supplying Great Britain and Western Europe with the food, raw materials and manufactured goods so essential to the basic reconstruction of the production and trade of those important areas. This will, of course, contribute to the maintenance of a high level of employment and income in many parts of this country.

"Had there been no United States provision of aid to Europe, we in Canada would have been compelled to curtail our exports to that area, involving sacrifices and painful adjustments in large sections of this country", Mr. Howe declared. "Imports from the United States would have had to be controlled much more stringently than at present, and, as a necessary part of such restrictions, the levels of investment could not have been allowed to approach anything like the current boom position.



Parliament Buildings, Ottawa.

In short, we will be enabled, through the funds under the Economic Cooperation Act, to carry on our export trade in roughly the same volume and nature as before—avoiding a radical reorientation of our productive system—and to maintain higher levels of investment and income than would otherwise be possible.”

Europe Offers Large Market for Canadian Goods

In considering the long-term implications of European recovery, the Minister expressed the opinion that Western Europe would be able to absorb goods and to pay for them within a few years, if all went well, economically and politically. It will still offer a large market for many of the products of Canadian farms, forests and mines. The heavily populated and highly industrialized areas of Western Europe would always require vast imports of food and raw materials. Canada should never minimize the significance of Europe, both in the short-run under European Recovery Program support and in the long-run on a healthy economic basis, as a fundamental factor in the maintenance of the high level of exports upon which employment and income in Canada so closely depend.

“Last year, we contributed to European recovery in what might be regarded from our viewpoint as accumulated United States dollars. This is evident from the fact that our reserves were depleted by no less than \$750,000,000 in the first ten months of 1947. This year, our contribution will be in the form of goods,” the Minister pointed out. “Such a contribution will be of assistance not only to Europe but also to the United States. It will help Europe in its rehabilitation, and the United States in easing the demand for a large number of products, thereby reducing inflationary pressures.

Higher Export Surplus Must be Created

"We can create an export surplus only by consuming less than we produce. Import restrictions, together with additional sales tax, are helping us to cut down domestic consumption and obtain the export surplus which we need to build up our reserves of United States dollars. The sooner we improve our foreign exchange position, the sooner will we be able to relax and perhaps abolish the import controls, and to reduce the sales taxes that are now holding down the levels of domestic consumption.

"Our present economic problems are not only the concern of the consumers, but also of the producers. The European Recovery Program and the measures which will have to be taken by the United States and ourselves in connection with it will aid production and exports of many Canadian industries. It will, however, not help suppliers of some goods and services. One of the basic principles of ERP is that the European countries should, where possible, help one another, or purchase from other soft-currency areas, rather than call upon the Western Hemisphere for support during the period of reconstruction. There is also the principle laid down in the Economic Cooperation Act to the effect that 50 per cent of the goods leaving the United States under the program must be carried in United States bottoms. This principle, coupled with the existence of a large tonnage of available shipping in the hands of the European countries, will inevitably create difficulties for our own shipping interests. It may also be the case that the European countries, in establishing a rigid system of priorities, may not place some types of meat and fish high on the list of imports. Other markets may therefore have to be sought for such products," Mr. Howe pointed out. "The same thing may apply to various types of manufactured goods of a specialized kind. Great efforts cannot be made without sacrifices and adjustments.

Lower Consumption Involves Necessary Sacrifices

"I believe that I am expressing the considered view of the vast majority of the Canadian people, when I state that the sacrifices entailed in the restriction of our consumption levels and in the readjustments required of some Canadian producers are justified if they contribute to the rehabilitation of Western Europe and the strengthening of democracy in the world. A healthy European economy would mean a continuing and paying market for many of our traditional exports. It would also mean increased imports from that area and a reduced dependence on any one source of supply. The old multilateral system of trading—so advantageous to Canada in the past—whereby we covered our United States deficit with our European surplus, can only operate if Western Europe, the pivot in the world trading system, can play its former role. It is surely obvious, too, that the lowering of trade barriers and the effective expansion of international trade, as envisaged at Geneva last summer and more recently at Havana, can only be realized if Europe is in a position to improve its living standards and increase both exports and imports. The convertibility of exchange, without which effective multilateral trading is clearly impossible, cannot be achieved if Europe lives only by outside support. In short, a growing and freer international trade, upon which we in Canada depend more than most countries, presupposes a rehabilitated Western Europe, and we must make every effort to promote that rehabilitation."

Shortage of United States Dollars Discussed

Reference was made by the Minister to Canada's shortage of United States dollars, and to the fact that 40 per cent of Canada's income of

such dollars was earned by the Province of Quebec. "This province produces one-half of our pulp and paper, all of our aluminum ingots, all of our asbestos, over one-fifth of our copper and substantial quantities of precious metals. All these products find ready markets in dollar areas. Exports of pulp and paper from all Canada formed nearly one-half of our merchandise sales to the United States in 1947. With \$65,000,000 planned to be invested in your forest industries this year, and a continuing high rate of investment in mineral production, an even higher proportion of United States dollars should be earned by Quebec Province in 1948."

Continuing his discussion of the dollar position, he said: "Canada has traditionally had a deficit in trading with the United States and a favourable balance with the United Kingdom and Europe. Before the war, when currencies were freely convertible, we could easily cover our debit with the United States by our surplus with the United Kingdom and Europe. This procedure was profitable to us, in that Britain and Western Europe were the natural markets for many of our food and raw material exports, while the United States was the best and nearest source of supply for our more vital imports. That old triangular system has been disrupted since the war, and Canada is vitally interested in its restoration. It is for this reason that we have extended loans to Great Britain and to Western European countries, thus carrying out a European Recovery Program of our own.

Factors Responsible for Drain on Reserves

"Since 1946, there has been a heavy drain in our reserves of United States dollars. This has been the result of three factors. First, Canada has been having an unprecedented investment boom, which has greatly expanded our imports from the United States. Second, our high level of incomes has stimulated imports of luxury type goods. Third, the shipment of our exports against long-term credits has constituted a major drain on our dollar resources. In the past three years, we have provided on credit to the United Kingdom and Europe goods and services valued at \$1,500,000,000. On a per capita basis, we have loaned more than twice as much as the United States during the same period. It had been hoped that the loans extended by this continent would have covered the period of European recovery and brought about a normal trading situation. Unfortunately, this has not been accomplished. It is a fortunate circumstance for Canada that the United States Government is now undertaking to finish the job that we undertook together in 1945.

"During 1947, imports from the United States exceeded exports to the United States by a ratio of two dollars for one. By November, the drain on our reserves of American dollars had to be ended. A program of prohibitions on the importation of luxury goods, a rationing of less essential goods, excise taxes on Canada's semi-luxury products, and rigid control of the export of capital goods was instituted. This represented the short-range program. The long-range program involves the building up of our dollar exports and permanent steps to reduce our dependence on imports from dollar countries. I can report that both the short-term and long-term programs are being reasonably effective. The drain on our dollar resources was stopped almost immediately, and we are slowly building up our dollar balances. During the coming summer, we face our period of heaviest imports from the United States, and I cannot at this time predict that our year-end balances will show a total improvement over those of last year-end. I have reason to hope that such a result can be obtained, and I feel that we have the dollar balance situation in hand."

Background of European Recovery Program

The background of the European Recovery Program, with some of the readjustments in the patterns of trade and the general effect on Canada's economy, was traced by Mr. Howe. "The United Kingdom and Western Europe together formed by far the most important trading area before the war", he said, "handling almost half of the world's total trade and operating as a mainspring of the whole delicate mechanism of multilateral payments. The United Kingdom and Germany played particularly important roles in this economic scheme. The former, as the single greatest trading nation, was the centre of a complex network of financial and trading relations, and was a heavy net importer from the Continent, as well as from countries like Canada. The continental countries normally used the surpluses from sales to Great Britain to cover their dollar deficits. British coal exports to the Continent played an integral part in the heavy industrial economy of Western Europe. On the Continent itself, Germany formed what might be called the heavy industrial backbone of Western Europe, with its vast coal and steel production and exports of machinery and highly manufactured goods. It provided, in return, markets for many of the products of other Western European countries.

"The war upset Europe's economy and the basic structure of world trade. The obvious devastation in Europe was enormous, and in many sectors industrial production was brought almost to a standstill. There was also a less obvious, but equally great devastation in the form of deterioration of capital and manpower, deterioration of agricultural equipment and soil fertility, over-cutting of forests, and such economic dislocations as monetary disorders, the upset of trade relationships, the concentration on war industries, the displacement of labour and the exhaustion of stocks. Widespread inflation was a natural result of the vast war outlays, the acute shortage of capital and consumer goods and huge requirements for reconstruction.

Europe's Productive Capacity Greatly Reduced

"It was inevitable that the whole trade mechanism of which Europe was the centre should not have been re-established. Although the volume of world trade was almost as large by the middle of 1947 as in 1938, Europe's share was only one-half what it had been before the war, and the area had changed from a large creditor into a heavy debtor. Instead of supplying itself with most of its basic foods, with its fuel and iron and steel manufactures, Europe has had to seek large quantities of such commodities from the Western Hemisphere. But, while the demand for goods from the Western Hemisphere expanded enormously, rising prices in the United States increased the cost, and it became more and more difficult for Europe to find the means for payment.

"The enormous trade gap was covered temporarily by UNRRA aid, by loans and credits mainly from the United States and Canada, and by drawing on accumulated reserves of gold, dollars and other assets. The aid received by European countries was consumed more rapidly than had been originally anticipated, both because of the extent of emergency requirements and by rising prices in the United States.

Contributions Estimated on Annual Basis

"It was apparent, by the early summer of 1947, that extraordinary measures would be needed if Europe was to recover and play an important role in world economy. It was in these circumstances that United States Secretary of State Marshall proposed that, if the European countries would draw up a plan for self-help and economic co-ordination, the

United States would consider what assistance it might be able to offer. Sixteen nations set to work in Paris on July 12 to comply with the suggestion, and established a Committee of European Economic Cooperation. The report of this committee, which was presented to Mr. Marshall on September 22, consisted of an appeal and a program," the Minister explained. The European proposals were examined in great detail, and it was decided that contributions by the United States to European recovery should be made on an annual basis. "The Economic Cooperation Act of 1948, therefore, provides \$5,300,000,000 for the first twelve months of the program. A considerable proportion of the funds allocated will be devoted to purchases in Canada and other Western Hemisphere countries, enabling them to supply goods urgently needed by Europe, but which are not available in the United States."

As reconstruction and rehabilitation of Western Europe is the object of the program, goods sent to Europe under ECA must be confined to those categories which will make the maximum contribution to European recovery. "Let no one assume that Europe will be a dumping ground for any less essential surpluses which develop", Mr. Howe declared. "If we did not confine ourselves to absolute essentials, not only would the recovery of Europe be delayed, but Canada would be failing in her responsibilities.

Readjustments in Trade Patterns Involved

"The fundamental necessity for European countries doing everything possible to help themselves must involve various readjustments in the patterns of trade. They have pledged themselves to expand intra-European trade by the reduction of tariffs and other obstacles to international commerce, to stabilize their individual economies, and to promote the production of those commodities which are most conducive to their rehabilitation and future prosperity. It is possible that some of the traditional markets for certain of our basic commodities will suffer, and we must be prepared to make readjustments. This will call for the understanding and co-operation of responsible men in business, labour and in government.

"European recovery will involve sacrifices", Mr. Howe declared. "We, as individuals, will be called upon to give up some of the goods which we might otherwise have enjoyed. We, as producers, must be prepared to adjust our patterns of output to meet the exigencies of a rapidly changing world. Canada has been an exceedingly fortunate nation. Having escaped the dire consequences of war destruction or invasion on our own soil, and experiencing a standard of living higher than ever before in our history, we must surely be ready and willing to accept whatever sacrifices may be involved before our objective is reached."

Pakistan Opens Patents and Designs Office

Karachi, March 10, 1948.—(F.T.S.)—The Government of Pakistan has set up a Patent and Designs Office, at Karachi, which will receive applications from persons wishing to have their inventions patented in Pakistan. Where an application was pending with the Patent Office (India), on August 14, 1947, a fresh application may be made as early as possible, accompanied by a copy of the application filed with that office, and duly certified by the Controller of Patents and Designs (India). Communications should be addressed to the Examiner of Patents and Designs, Ministry of Commerce, Industries and Works, Chief Court Building, Karachi.

Export Procedure Unchanged by European Recovery Program

Importers in Europe will contact their respective governments concerning requirements—Bulk food products in short world supply bought on interim basis by United States Government—Purchases through government channels to be restricted.

WASHINGTON, D.C., May 7, 1948.—(FTS)—The Economic Cooperation Administration (ECA) and the United States Department of Commerce issued yesterday the following statement concerning the provision of commodities required under the European Recovery Program:

American exporters will continue to do business in the same way as in the past. All arrangements for the soliciting of orders, the requesting of export and import licences and exchange permits, the shipping and storing of goods, and the payment for individual shipments will be initiated and carried through by the private exporter in the United States and the importer in Europe.

Only certain bulk food products that are in short world supply, such as grains, rice, flour, fats and oils, and a small volume of relief supplies, such as drugs, have largely been bought on an interim basis by the United States Government and shipped direct to European governments. These food commodities were bought and shipped by the Commodity Credit Corporation of the Department of Agriculture. Some of the surplus agricultural products acquired by the CCC under its price support program will also be made available for purchase by the ERP governments with ECA funds. The relief supplies were bought and shipped by the Bureau of Federal Supply.

Purchases Through Government Channels Restricted

The area in which government procurement applies is subject to continual review with the purpose of restricting as far as possible commodities obtained through government channels.

Exporters who have established business contacts with agents and distributors in Europe should continue to solicit business as they have normally done in the past. The European importer will consult with his government regarding the need for a particular product as part of the recovery program. The European governments will, in consultation with United States Government agencies, program the requirements to be paid for with ECA funds. (When the European governments have reached an agreement with the United States as to the requirements which are to be financed by these funds, public announcement of the list of goods will be made.) The European importer will obtain permission from his government to pay for his goods with dollars that are set aside for ERP purchases. A permit system will be set up so that the Economic Cooperation Administration in the United States and the European governments will be enabled to keep account of the funds that are spent. The mechanics of this system are now being worked out. Whatever system of accounting and disbursement is devised, the European importer, not the United States exporter, will initiate the first action in requesting permission to use ECA dollars to pay for a shipment.

When the United States exporter receives an order from an importer in an ERP country, he will apply to the Office of International Trade (OIT), Department of Commerce, for an export licence, if an export

licence is needed for the goods ordered. Neither the ECA nor any other agency of the government will guarantee the granting of an export licence simply because an importer in an ERP government has received permission from his government to pay for a shipment with dollars. In granting export licences for shipments to these countries, the OIT will follow its normal procedures.

ECA Concerned Primarily with Financing

The ECA is concerned primarily with providing financing to the ERP countries; with determining, in consultation with those countries, how the funds shall be used; and with keeping account of the funds used. It will not decide which exporters are to do business with Europe. Nor will it decide which brands or makes of a particular product will be paid for with ECA money. These decisions will be made by the European importer who buys the goods he considers the best for his money.

Many people have gathered the impression that the ERP is another "Lend-Lease" arrangement. They remember that, under Lend-Lease, the Treasury Procurement Division (now the Bureau of Federal Supply) mailed requests for bids to suppliers in the United States, and that after delivery was made to the United States Government, the private businessman had nothing to do with the shipment of the goods. The ERP legislation is based on the belief that the use and strengthening of private channels of trade is an important part of economic recovery, not only for Europe, but for the rest of the world.

Private Trade Channels Being Largely Followed in European Procurement

Interested Canadian firms urged to ensure that their products are specified by foreign governments concerned through their agents abroad—Trade Commissioners should also be advised.

PPRIVATE trade channels will be followed, so far as possible, in the provision of commodities for the European Recovery Program, though the Economic Cooperation Administration, with headquarters in Washington, is authorized to use funds approved under the Economic Cooperation Act of 1948 in a variety of ways. The precise form in which procurement will be handled by each of the European countries receiving aid under the program will be decided by each government concerned. Existing Canadian Government procurement agencies will be available, as in the past, for any necessary foreign government purchase.

Interested Canadian firms should ensure that their respective products are specified by category by the European governments concerned, with Canada designated as a source of supply in their lists of requirements. If the Canadian firm has an agent in the country concerned, he should be requested to make the necessary approaches to the government body charged with drawing up the list of requirements. The Canadian firm should also keep the Canadian Trade Commissioners in the countries concerned advised, in order that they may be fully informed in connection with their own approaches to the foreign government departments. Copies of correspondence should be forwarded to the Foreign Trade Service, in Ottawa, which has under constant review Canada's capacity to supply.

Canadian suppliers are urged, however, to concentrate their efforts in the European countries. It is expected that lists of requirements drawn up by the individual European countries will be screened by the Committee of European Economic Co-operation, in Paris, and then submitted to Washington for final review and general financial approval.

Forty Per Cent of Newfoundland's Population Depends on Fisheries

Fish products account for largest percentage of exports—Cod fishing is the most important branch of the industry—Relief contracts stimulate demand for herring—Seal fishing resuming prewar importance — Exports of fresh lobster increasing—Output of pulp, paper and minerals expanding.

By J. C. Britton, Commercial Secretary for Canada

(Editor's Note—This is the last in a series of three articles on trade and economic conditions in Newfoundland, prepared for publication in *Foreign Trade*. The first two appeared in the May 1st and May 8th issues.)

ST. JOHN'S, April 6, 1948.—Fishing is still Newfoundland's principal industry, providing a livelihood for more than 40 per cent of the population, while fishery products account for the largest percentage of the country's total exports. The more important fishery products shipped to external markets include: salted cod and related species; fresh and frozen fish fillets; herring of all types; fish oils and meal; fresh and canned lobster; fresh salmon; and canned fish. The cod fishery is the most important branch of the industry, although great strides have been made in developing the output of other types of fish.

The production of salted cod in 1947 was 1,250,000 quintals (of 112 pounds), an increase of 200,000 quintals over the figure for the previous year. Production of frozen fresh fillets has been steadily increasing since processing was started in Newfoundland about ten years ago and, in 1945, reached the peak figure of 35,000,000 pounds. There was a decline in 1947, owing to lack of demand in the principal consuming market—the United States—but the frozen-fillet producers, utilizing modern fishing draggers, have been working at an accelerated pace in the first quarter of 1948. There are fourteen filleting plants in Newfoundland and, with the increased use of draggers, these plants are in a position to supply larger quantities on a year-round basis in the future.

Herring and Seal Fisheries Flourishing

The herring fishery, under the stimulus of wartime demand and relief contracts during the past four years, is again active. Exports of all types of pickled herring, which in 1940 amounted to 10,000,000 pounds, reached the high figure of 65,000,000 pounds in 1946. Herring production in 1948 should be well up to that of the previous year, as the Newfoundland Fisheries Board recently closed a contract for 200,000 barrels (of 225 pounds) with the United States Army Procurement authorities for shipment to the United States zone in Germany.

The seal fishery, now in full swing, is being prosecuted by twenty-five vessels—a larger number than in 1947, which was the first active year following a lull during the war. The total includes four Canadian, two United States, three Panamanian vessels and one of Norwegian registry. The ice and weather conditions have been unfavourable for the hunt, and all vessels have sustained damage, in many cases of serious proportions. Three vessels have been lost, and very few are in condition to make a second voyage as was done in 1947.

The quantity of seal oil exported in 1947 exceeded 400,000 gallons, and reliable estimates place the 1948 production at about the same figure. The seal hunt provided employment many years ago, when as many as



Newfoundland—Pulpwood on the Humber River bound for a paper mill. Output of pulp and paper products in 1947 was placed at 473,460 short tons. Newsprint production in 1947 amounted to 397,506 tons, and that of sulphite to 67,400 tons.

700,000 seals were taken (1947 catch, 105,000), for large numbers of Newfoundland fishermen during the spring season, and is likely to be again intensively prosecuted. There are two whaling factories and six whale-catching ships operating from Newfoundland. Whale oil production in 1947 exceeded 1,000,000 gallons, the output of guano exceeding 4,000,000 pounds. Common cod oil output in 1947 was 925,000 gallons.

Exports of Fresh Lobsters Increasing

Shipments of fresh lobster from Newfoundland have been steadily increasing, and in 1947 totalled 3,146,000 pounds; this compares with 2,531,537 pounds in 1946. Several of the shipments have gone forward by air freight. Fresh and frozen salmon production prior to the war averaged from three to four million pounds annually. The decline in output which occurred during the war has been checked, and in 1947 exports totalled 2,000,000 pounds. Increased attention has been devoted to fish canning and, although exports are not as yet large, they are increasing in both volume and variety.

Output of Pulp and Paper Expanded

Newfoundland's pulp and paper industry has expanded considerably in the past few years, and is rapidly assuming a dominant position in Newfoundland's economy. The industry now employs about 15,000, and plans have been made for further expansion in the future. It is probable, therefore, that an increase in the output of pulp and paper products, which was placed at 473,460 short tons in 1947, will be recorded shortly. Newsprint production in 1947 amounted to 397,506 tons, and that of sulphite to 67,400 tons.

Newfoundland is an important source of supply for iron, lead, zinc and copper ores, limestone and fluorspar. Iron ore production in 1947 amounted to 1,425,000 long tons as compared with 1,244,172 tons in 1946. The output of lead, zinc and copper ore was 340,000 short tons in 1947 as against 390,000 tons in 1946. Production of lead concentrates was 35,500 short tons in 1947 and 39,727 in the previous year; copper concentrates, 16,000 tons in 1947 and 19,153 in 1946; and zinc concentrates, 70,000 tons and 87,673 tons respectively in the same two years. The output of fluorspar in 1947 was 29,000 tons as compared with 20,272 tons in the preceding year, while limestone production was 322,000 long tons in 1947 and 350,139 tons in 1946. The mining industry now employs 3,000 men.

Secondary Industries Provide Employment

Newfoundland's secondary industries are limited in extent but, nevertheless, several hundred Newfoundlanders are employed in the various plants and factories, which are mostly located in St. John's. The products manufactured include: paints; footwear; blankets; clothing; confectionery; biscuits; jams and jellies; marmalades; aerated waters; beer; cordage; marine engines; stoves; wood and coal ranges; nails; ice-cream; oleomargarine; smoked meat; cans; mattresses; paper bags; furniture; brick; concrete blocks; cigarettes; and barrels. There are more than 800 sawmills in the country, the greatest percentage being small outfits, although several are fairly large. The bulk of Newfoundland's lumber requirements are met from local sources.

Agriculture is a small-scale industry in Newfoundland, and attempts are being made to expand production, particularly of basic crops such as potatoes, cabbage, turnips and hay which, along with beets and carrots, comprise the majority of the crops grown. There is a small production of milk, butter, poultry, eggs, beef, veal, pork, lamb, mutton and wool. The quantities of these commodities available do not begin to meet the demand, and Newfoundland is a regular importer of vegetables, fruits, feeds and packing-house products of all types.

Foreign Trade Enquiries

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

84. **West Africa**—Horsfield, Toyn & Company, Limited, 108 Portland Street, Manchester 1, England, which has branches at Lagos, in Nigeria, and at Accra, in the Gold Coast, indicates that it is interested in all classes of provisions and general merchandise for export to West Africa. This company would like to receive firm offers c.i.f. main ports of Lagos and Accra, as well as for shipment to the West Indies. Where possible shipment dates should be indicated, and samples supplied for display to customers. File: 25101.
85. **Argentina and Brazil**—Pellew Wilson Sons and Company Inc., 111 Broadway, New York City, the American affiliate of Wilson Sons and Company, a well-known British trading firm, desire to secure agencies for Canadian firms interested in the development of export trade from Canada to the Argentine and Brazil. The firm is extremely well connected in those countries. File: B.1436.

United Kingdom Adverse Balance Of Trade Increased in March

Exports total £127,088,376 and imports £178,194,829, leaving an adverse balance of some £51 million as compared with £37 million in January and £31 million in February—Exports continue to rise—Large rise in value of imports of food, drink and tobacco main reason for sudden rise in import total.

By A. E. Bryan, Commercial Secretary for Canada

LONDON, April 22, 1948.—During the first three months of 1948, the United Kingdom dollar and gold reserves diminished by £147 million. Mainly due to an increase in imports, the visible adverse balance amounted to some £51 million in March as compared with £39 million in December of last year, £37 million in January and £31 million in February. This was a setback to the effects of the measures taken to restrict imports and to encourage exports, which, in recent months, has been steadily reducing the adverse balance of trade of merchandise account. The size of this increase is a disturbing factor having regard to the rapidly falling external reserves, even if aid forthcoming under the European Recovery Program is considered.

United Kingdom exports continued to rise, the total value for March of £127,088,376 (including re-exports) being only surpassed in July, 1920. Value of exports for February and January were £112,919,296 and £119,547,467 respectively. Easter holidays reduced the number of working days in March to 25 as compared with 24 in February and 27 in January.

Allowing for the rise in prices since 1938, the volume of exports in March is estimated provisionally by the Board of Trade at 129 per cent of the 1938 level, compared with the former record of 128 per cent in January and 121 per cent in February. On a daily rate basis, the increase in volume was two per cent over February and nine per cent over January.

Best results were shown in the figures for vehicles, ships and aircraft group, exports of which exceeded £20 million for the first time. Shipments of motor cars alone totalled 19,100, valued at £5 million, representing 78 per cent of output and three per cent above the target set by the government. Shipments of machinery and iron and steel products were also maintained at a high standard. Coal exports were 426,126 tons, an increase of one-third over the level of the two previous months. Textiles, however, at £22,300,000, were a little lower than in January and February.

Imports of Food, Drink and Tobacco Considerably Increased

Value of imports in March was £178,194,829, which was only surpassed in July, 1947, and January, 1920. Of the increase of £30,143,376 over February, £23,076,182 was due to a rise in the value of imports of food, drink and tobacco. Imports of grain and flour (£15,764,953) went up by £6,624,312; of meat (£12,566,361) by £3,282,901; and of dairy produce (£16,442,855) by £7,685,295.

Apart from food items, imports of machinery in March (£4,071,765) were 25 per cent more than in February.

Larger deliveries from Canada contributed to the increased rate of food imports. For example, imports from Canada of grain and flour, which amounted in March to 7,630,476 cwts., were 36 per cent more than in February. Similarly, Canadian meat shipments (317,572 cwts.) were up by 28 per cent.

Industry in Argentina Planning to Hold and Consolidate Its Position

Attempting to avoid repetition of its failure to do so following First World War—Aided by continuance of world demand and protective government measures—Imposition of more highly restrictive exchange control in 1947 prolongs open field for industrialists in Argentina—Consumer goods can only expect to filter in.

By H. L. Brown, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the second in a series of four articles on economic conditions in Argentina during 1947, prepared for *Foreign Trade*. The first appeared in the May 8th issue.)

BUENOS AIRES, March 9, 1948.—Argentine industry, which went through a period of expansion and development within the last decade, is planning to hold and consolidate its position. Aided by a continuance of world demand and protective government measures, industry is making an attempt to avoid a repetition of its failure to do so following the First World War when imports were inadequate. Competition from imported goods and a feeling of industrial inferiority were reasons suggested for this failure by the President of Argentina in an address on December 6, 1947.

Since the war just ended, there has been evidence of determination that this period of economic history shall not be repeated. The world situation of demand exceeding supply in 1947 as well as 1946 has extended the period during which Argentine industry has not felt the anticipated pressure of world production. The imposition during 1947 of more highly restrictive exchange control prolongs what might be termed an open field for the industrialist in Argentina. Machinery for expansion and replacement is being purchased abroad and more will be required. Raw materials and fuel must be imported. Consumer goods can only expect to filter in. Even in 1946, nearly two-thirds of all importations comprised raw materials, semi-processed goods, machines, tools, and fuel for industry.

Industrial Census Taken Last Year

An industrial census of Argentina was taken as a part of the general census in May, 1947, the first complete inventory of the nation taken for some time. When this data has been collated and published, there should be adequate material available to provide a useful measure of industry.

In its review of the expansion of industry since 1939, the annual report of the Banco de Crédito Industrial Argentino makes distinction among three groups a useful division from the point of view of the Canadian exporter.

The production of most foodstuffs, furniture, leather goods, printing, cigarettes and beer was adequate before 1939 and enjoyed marked war-time expansion. Output increased from the 1937-39 average to 1945 as follows: cigarettes, 942 million packages to 1,265 (34 per cent); beer, 146 million litres to 266 (82 per cent); cheese, 43.8 thousand metric tons to 80.9 (85 per cent); butter, 31.7 thousand metric tons to 43.5 (37 per cent); wheat flour 1,494 thousand metric tons to 1,906 (28 per cent). The increase of footwear production is measured by a less accurate gauge, the index of employment, which rose 23 per cent. However footwear output is adequate in volume to provide surplus for export.

During the war, production of many lines increased until they are now in a position to supply all or almost all domestic demand, as indicated in the following table:

Industries Which Meet all or Almost all the Local Demand

	Production	
	1939	1945
Woollen yarns (Tons)	11,100	20,800
Woollen fabrics (Tons)	13,650	19,000
Cotton yarns (Tons)	31,200	63,600
Cotton fabrics (Tons)	32,600	62,700
Woollen carpets (Tons)	250	800
Cognac (Thousand litres)	135*	241
Cider (Thousand litres)	3,390	10,900
Incandescent lamps (Thousands)	4,950	15,000
Weighing machines (Units)	25,600	32,000
Brass and copper pipes (Tons)	1,000	3,000
Acetic acid (Tons)	....	700
Hydrogen peroxide (Tons)	....	111
Minium (Tons)	....	650
Litharge (Tons)	....	500

* 1941.

In other manufacturing activities, production has not reached a level high enough to cover complete demand and thus eliminate need for imports. These, however, will be eligible for government protection. Inportations of these goods will probably be permitted only when the materials are to be used for further processing and not or only seldom when they are for direct consumption. The following industries produce sufficient partially to meet domestic demand:

Industries Whose Output Partially Meet Local Demand

	Production	
	1939	1945
Industries existing before the war:		
Artificial silk yarns (Tons)	3,100	4,200
Pulp for paper-making (Tons)	23,100	52,000
Paper and board (Tons)	115,000	146,000
Straw hats (Dozens)	65,000	43,000
Casks and barrels (Thousands)	630	1,100
Fish, in conserve and salted (Tons)	4,500	7,100
Caustic soda (Tons)	7,300	12,000
Ammonia and compounds (Tons)	400	800
Oilcloth (Tons)	140	620
Rolled iron and steel (Tons)	11,000	124,000
Iron and steel pipes (Tons)	27,500	35,500
Electric motors (Units)	1,700	26,500
Bicycles (Units)	2,700	20,000
Iron and steel wire (Tons)	9,500	20,000
New industries:		
Plywood (Tons)	....	18,000
Photographic film (Tons)	....	6
Calcium carbide (Tons)	....	2,500
Essences (Tons)	....	15
Citric acid (Tons)	....	150
Lithopone (Tons)	....	1,600
Arsenic (Tons)	....	150
Barium compounds (Tons)	....	630
Pen nibs (Gross)	....	100,000
Electric clocks (Units)	....	20,000
Lathes (Units)	....	500

Increased demand, especially from countries cut off from normal supplies, gave rise to unusual exports from Argentina. The expansion of Argentine exports of manufactured goods during the war is indicated by the table overleaf.

Expansion of Exports of Manufactured Goods

	Volume		Value	
	1937-39	1945	1937-39	1945
	(tons)		(million pesos)	
Products formerly exported unprocessed:			54.0	282.4
Tanned leather	345	15,005	0.8	61.0
Scoured and combed wool	14,426	31,601	26.7	84.8
Wheat flour	92,650	221,575	11.9	29.1
Vegetable oils and by-products	159,181	295,740	11.8	95.9
Soap and by-products	8,083	13,526	2.8	11.6
Dairy Produce:			18.3	68.7
Butter	8,358	17,613	9.9	27.2
Cheese	1,981	9,983	2.1	16.5
Casein	16,463	35,515	6.2	22.0
Condensed and dried milk	96	3,762	0.1	3.0
New Exports:			2.1	223.4
Footwear and leather goods	10	725	0.1	34.5
*Aleoholic beverages	5	102	0.2	30.2
Dried eggs .....	.....	3,795	.....	20.4
Shark liver oil .....	.....	223	.....	7.3
Tartaric acid .....	.....	1,269	.....	6.3
Animal and vegetable oils for use in industry	42	9,640	.....	6.2
Malt .....	.....	14,845	.....	5.6
Medicinal specifics .....	.....	.....	0.2	5.0
Felts and felt hats	1	151	.....	4.0
Razor blades .....	.....	52	.....	2.3
Buttons .....	.....	93	.....	2.0
Glucose	5	4,767	.....	2.0
Textiles .....	.....	6,635	1.6	97.6
Total			74.4	574.5

* Thousands of hectolitres.

Local General Consumer Goods Able to Compete with Imports

Argentine industry, in the production of general consumer goods, has progressed sufficiently as regards quality to compete successfully with foreign products. But this is not enough, according to officials of the Industrial Bank as indicated in its annual report. It is essential that manufacturers in Argentina should not ignore the importance of achieving the greatest possible technical perfection, in order to ensure that the quality of their products is in no way inferior to that of competitors in the market.

"The cost of production is perhaps the most vulnerable point in our industrial economy. The technical output of Argentine concerns has not, in general, achieved a high level, and there is much still to be done to achieve better results in the rational use of equipment, labour and materials. Fortunately the idea of improving existing industrial installations has been accepted by the great majority of entrepreneurs, whose anxiety to renew their plants with modern equipment is evident enough. This will be the most important factor in increasing production, and it should be the principal aim of the moment as the best defence for our industry."

Social Improvements Obtained by Working Classes

"Labour has always been considered cheap in Argentina. The social improvements obtained by the working classes in recent years have increased this factor in industrial costs very considerably. It is true that increases in wages in countries which are potential competitors have been considerable and that Argentina should not stand still in the trend towards social improvement. On the contrary, she should go forward, since there is much still to be done in this field. But it is an essential condition that if these benefits are not to become illusory increased remuneration for the workers should be accompanied by an effective increase in production."

The President of the Republic has on several occasions pointed out in no uncertain terms, that all his efforts to improve working pay and condi-

tions have not generally had the effect of stimulating initiative and increasing the economic productivity of the individual. The annual report of a leading metallurgical enterprise reads in part: "The shortage of labour and lower rate of output have been factors operating to arrest the development of many of our activities, while another important factor, on account of its logical effect on personnel, has been the continuous modification of wages and salaries, creating a state of permanent tension among both workers and employees to the detriment of individual output."

The fact that this is a condition encountered in other countries does not make it any more attractive. This section may usefully conclude with an apt quotation from *The Review of the River Plate*, of January 2, 1948:

"The disastrous recession which afflicted Argentine industry after the first world war has been avoided this time by a boldly conceived and much publicized policy of industrialization to ensure that, not only will the progress in industrial processing made during the recent war years be maintained, but that, with whatever official assistance may be required, it will be further expanded on the most vigorous lines. Official assistance here means financial assistance through the Industrial Credit Bank established two years ago for the purpose, but it also means generous protection from foreign competition on lines of startling and ruthless realism."

Swedish Import Surplus Reduced but Still Considered Too High

Sweden's exports during February were valued at 232 million kronor (U.S.\$65 million), compared with 119 millions (U.S.\$33 million) for the same month last year. Imports also went up, although not at the same rate, the value being 369 million kronor (U.S.\$102 million) as against 334 millions (U.S.\$93 million) for February, 1947. The import surplus was reduced from 215 million kronor (U.S.\$60 million) to 137 millions (U.S.\$38 million). (*Business News Letter from Sweden.*)

G. D. Mallory Appointed Public Projects Coordinator

George Douglas Mallory, Director of the Industrial Development Division, Foreign Trade Service, has been appointed acting Coordinator of the Public Projects Branch, Department of Reconstruction and Supply, pending a permanent appointment to the position. Mr. Mallory, who will carry on his present duties as Director of the Industrial Development Division, succeeds Mr. H. W. Lea, who requested that he be relieved of his position to return to private practice in Montreal.

The Public Projects Branch was created in 1944 to prepare a shelf of reserve projects, upon which work could be commenced if necessary to maintain the level of employment throughout Canada.

Mr. Mallory was born in Mallorytown, Ont., in 1894, and graduated from Queen's University in 1920 with a B.Sc. (Chem. and Metall.) degree. He was employed by the Aluminum Company of Canada from 1913-1914, and by the British-American Nickel Corporation from 1920-1923. He joined the Natural Resources Intelligence Service, later the National Development Bureau, Department of Interior, as a research engineer in 1923, and was appointed assistant commodity officer of the Metals and Chemicals Division, Department of Trade and Commerce, in 1931, becoming chief of that division two years later. Mr. Mallory was appointed Director of the Industrial Development Division in April, 1946. He is a member of the Canadian Institute of Mining and Metallurgy, a member of the American Electro-Chemical Society, and a Fellow of the Chemical Institute of Canada. His services during the war were recognized in 1946, when he was awarded the O.B.E.

Canada Prohibits Importation of Many Additional Commodities

Effective today, import permits will not be issued for many items unless they were in transit on or before May 14, or considered essential to national economy — Restrictions represent further step to conserve foreign exchange.

EFFECTIVE today, no import permits will be issued for the following tariff items, unless the goods were in continuous and uninterrupted transit to Canada on or before May 14, unless their use is considered essential to the national economy. These restrictions are imposed in accordance with the terms of Order in Council P.C. 1880, of April 29, 1948, and represent a further step in the program to conserve foreign exchange. The items are as follows:

<i>Tariff Item No.</i>	<i>Description</i>
ex 413	Machinery and apparatus, of a class or kind not made in Canada, parts thereof for production use, specially constructed for preparing, manufacturing, testing or finishing yarns, cordage, and fabrics made from textile fibres or from paper, imported for use exclusively by manufacturers and scholastic or charitable institutions in such processes only.
ex 414	Complete parts of typewriters for production use.
ex 414a	Complete parts of dictating, transcribing and cylinder shaving machines for production use.
ex 414c	Bookkeeping, calculating and invoicing machines, and complete parts thereof for production use, and complete parts of adding machines for production use.
ex 415	Electric vacuum cleaners and attachments therefor; hand vacuum cleaners; and complete parts of all the foregoing for production use.
ex 415b	Complete parts of washing machines, domestic, for production use.
ex 415c	Complete parts of domestic clothes wringers for production use.
ex 415d	Sewing machines, other than domestic, with or without motive power incorporated therein; complete parts of sewing machines for production use.
ex 420	Machinery of a class or kind not made in Canada, when imported by manufacturers of leather for use exclusively in the tanning of leather or the embossing of leather, in their own factories, under regulations prescribed by the Minister, and complete parts thereof for production use.
ex 424	Fire engines and other fire extinguishing machines and chassis for same; complete parts of the foregoing for production use other than chassis parts.
ex 428e	Diesel and semi-diesel engines, n.o.p.; complete parts thereof for production use.
ex 428f	Air-cooled internal combustion engines of not greater than 1½ h.p. rating.
ex 445d	Complete parts of electric wireless or radio apparatus, n.o.p., for production use.
ex 445o	Acid-free capacitor tissue and paper, plain and gummed; metal cans, extruded, plated or unplated; automatic record changers; parts for pickups bias cells and holders; frames, yokes, brackets, pole-pieces, gaskets and field covers, separate or assembled for use in speakers with mounting diameter not exceeding 6¾ inches; cones, spiders, spider suspensions, voice coils and voice coil dust covers, separate or assembled; magnetic structures and parts thereof for permanent magnet speakers; glass dial crystals and scales and metal dials or scales made by the silk-screen process; metal cabinet escutcheons without crystals, plain or finished; high frequency circuit switches and essential components thereof; high frequency iron cores with or without inserts moulded therein; motors and gears for automatic tuning; radio frequency ceramics; raw low loss mica; sheets and punchings of low loss mica; tube shields and parts thereof; vibrators; vulcanized fibre in sheets, rods, strips or tubing; high frequency coil forms and tubing having an outside diameter not exceeding one inch, for use in the manufacture of the goods enumerated in tariff items 445d, 597a, and other apparatus using radio tubes, or for use in the manufacture of parts therefor.
ex 461a	Automatic scales or weighing machines, of a class or kind not made in Canada for use in Canadian manufactures; complete parts of the foregoing for production use.

Imports Previously Placed under Control Restrictions

The following tariff item classifications were placed under import control restrictions as of the date indicated:

Tariff Item
No.

Description

November 18, 1947

- 438a Automobiles and motor vehicles of all kinds, n.o.p., electric trackless trolley buses; chassis for all the foregoing.
ex 439b Automobile and truck trailers.

February 2, 1948

- ex 427h Motion picture projectors for use with film one and one-eighth of an inch in width or over; electric rectifiers or generators designed for use with such motion picture projectors; arc lamps for motion picture work, motion picture or theatrical spot lights, light effect machines, not to include electric light bulbs, tubes or exciter lamps; complete parts for production use of motion picture projectors, arc lamps for motion picture work, motion picture or theatrical spot lights, light effect machines, motion picture screens, portable motion picture projectors with or without sound equipment, electric rectifiers or generators designed for use with motion picture projectors.

March 1, 1948

- 393 Tires, of steel, in the rough, not drilled or machined in any manner, for railway vehicles, including locomotives and tenders.
427e Automatic machines for making and packaging cigars and cigarettes, not to include tobacco-preparing machines.
434 Locomotives for use on railways, and chassis, tops, wheels and bodies for the same, n.o.p.
434b Steel wheels for use on railway rolling stock, viz:—
(i) Pressed steel
(ii) n.o.p.
438b Bearings, clutch release; bearings, graphite; bearings, steel or bronze backed, with non-ferrous metal lining; bushings, graphited or oil impregnated; ceramic insulator spark plug cores, not further manufactured than burned and glazed, printed or decorated or not, without fittings; compressors, air; commutator copper segments; commutator insulating end rings; tapered discs of hot rolled steel, with or without centre hole, for disc wheels; distributor rotors and cam assemblies; door bumper shoes; electric wiring terminals, sockets, fittings and connectors and parts thereof, not to include battery terminals; gaskets of any material except cork or felt, composite or not; ignition contact points; keys for shafting; auxiliary driving control kits, designed for attachment to motor vehicles to facilitate their operation by physically disabled persons, and parts thereof; lenses of glass for head, tail, dome, signal and cowl or parking lamps, and for light reflectors; lock washers; piston ring castings in the rough, with or without gates and fins removed; rails of lock seam section, corners, locks and catches, unplated ventilators and parts thereof, the foregoing being of metal other than aluminium, for the manufacture of window sashes for bus bodies; steel bolts, or studs, capped with stainless steel, switches for lamps, heaters and defrosters and parts thereof; vacuum control assemblies; vulcanized fibre in sheets, rods, strips and tubing; all of the foregoing when of a class or kind not made in Canada and for use in the manufacture or the repair of the goods enumerated in tariff items 424 and 438a, or for use in the manufacture of parts thereof.
438c Ammeters, arm rests and wheel housing lining of indurated fibre, pressed to shape; axle housings, one piece welded, machined or not; carburetors and parts thereof; chassis frames and steel shapes for the manufacture thereof; cigar and cigarette lighters, whether in combination with a cigarette holder or not, including base, and parts thereof; control ventilator gear box; cylinder lock barrels, with or without sleeves and keys thereof; dash heat indicators and parts thereof, electric gear shift switches and parts thereof; engine speed governor units and parts thereof; fluid couplings, with or without drive plate assemblies, and parts thereof; front axle cross channel king pin support section assembly of steel, in the rough; fuel pumps, vacuum pumps and combinations thereof and parts thereof; gasoline gauges and parts thereof; hinges and parts thereof, finished or not, for bodies; horns and parts thereof; instrument bezel assemblies and parts thereof; instrument board lamps, locks, electric ignition, steering gear, transmission, or combinations of such locks, and parts thereof; mouldings of metal, with nails set in position, lead filled or not; oil filters and parts thereof; oil gauges and parts thereof; pipe lines of tubing, rigid or flexible, covered or not, with or without fittings, and tubing therefor, for oil, fuel, air, or liquid for actuating hydraulic brakes; purifiers for air, and parts thereof, purifiers for oil or gasoline, parts thereof and brackets and fittings therefor; radiator, hood and other grills, assembled or not, and parts thereof, but not polished nor plated, and not to include finish or decorative moulding; radiator ornaments, and hood lift lock ornaments, unplated, and parts thereof; radiator shutter assemblies, automatic; radiator water gauges; radiator shells and parts thereof, not plated nor metal finished in any degree; shackles, bearing

- spring, and parts thereof; speedometers and parts thereof; spring covers of metal and closing strips or shapes therefor; stampings, body, cowl, hood, fender and instrument board, of metal in the rough, trimmed or not, but not metal finished in any degree; starter switch assembly and parts thereof; steering wheels, rims and spiders therefor; sun visor blanks of gypsum weather board; thermostats and parts thereof; throttle, spark and choke assemblies, including buttons therefor, and parts thereof; tire clamping rings of steel, plated or not; universal joint ball assemblies; voltage control regulators; windshield wipers and parts thereof; all of the foregoing when of a class or kind not made in Canada and for use in the manufacture or the repair of the goods enumerated in tariff items 424 and 438a or for use in the manufacture of parts therefor.
- 438d Front and rear axles; brakes; clutches; internal combustion engines; steering gears; magnetos; rims for pneumatic tires larger than thirty inches by five inches; transmission assemblies; hydraulic or fluid couplings and torque converters; drive shafts; universal joints; steel road wheels; and parts of the foregoing, when of a class or kind not made in Canada, and imported by manufacturers of the goods enumerated in tariff items 424 and 438a for use only in the manufacture of motor trucks, motor buses and electric trackless trolley buses, or for the manufacture of chassis for the same.
- 438e Parts, n.o.p. for automobiles, motor vehicles, electric trackless trolley buses or chassis enumerated in tariff items 438a and 424, not to include wireless receiving sets, die castings of zinc, electric storage batteries, parts of wood, tires and tubes or parts of which the component material of chief value is rubber:—
- (1) Brake linings, and clutch facings whether or not including metallic wires or threads:—
 - (a) when made from crude asbestos of Empire origin
 - (b) when made from crude asbestos of non-Empire origin
 - (2) Automobile and motor vehicle engines, stripped, n.o.p. and complete parts thereof, n.o.p.
 - (3) Parts, n.o.p. not electro-plated, whether finished or not.
- ex 446 Electric steam turbo generator sets, 700 h.p. and greater, of a class or kind not made in Canada; complete parts thereof for production use.
- 461 Safes, including doors; doors and door frames for vaults, scales, balances, weighing beams and strength-testing machines of all kinds, n.o.p.

April 1, 1948

- 388 Iron or steel side or centre sill sections, of all sizes not manufactured in Canada, weighing not less than 35 pounds per lineal yard, not punched, drilled or further manufactured, when imported by manufacturers of railway cars, for use in their own factories.
- ex 409L Traction ditching machines (not being ploughs) and complete parts thereof for production use.
- ex 412 Machinery, being presses for use in the printing of newspapers, of not less value by retail than fifteen hundred dollars each; of a class or kind not made in Canada; complete parts thereof for production use, not to include saws, knives and motive power; mechanical deliveries or conveyors for use with newspaper printing presses.
- ex 412a Machinery and apparatus, n.o.p.; gun and mould apparatus for making press rollers; machines and apparatus for making electrotypes and stereotypes; engraving machines and apparatus, including photo-engraving apparatus, and other plate-making apparatus, used in the manufacture of printing plates of all kinds; machines and apparatus for graining metal plates; machines and apparatus for sensitizing, grinding or polishing metal plates; machines and apparatus including cameras and camera equipment, lens, prisms, camera and printing lamps, screens, and vacuum frames for transferring by photographic processes, or direct, to plates or rolls for use in lithography, rotogravure and printing; shading apparatus; machines and apparatus for addressing and/or wrapping newspapers, magazines, periodicals, pamphlets and catalogues; machines and apparatus for embossing or stamping or producing embossed or engraved effects, bookbinding, looping, stitching, sewing, gathering, inserting, bronzing, dusting, creasing, scoring, cutting, perforating, drilling, punching, slitting, re-winding, glueing, pasting, gumming, waxing, varnishing, carbon coating, patching, numbering, ruling, jogging, sheet piling, typing, bundling, tube-making, metal mounting, eye-letting, staying or striping, reinforcing and box-covering; complete parts for production use, not to include saws, knives and motive power; all the foregoing when for use exclusively by, and in their capacities as printers, lithographers, bookbinders, manufacturers of stereotypes, electrotypes and printing plates or rolls, paper converters, or by manufacturers of articles made from paper or cardboard.
- ex 412b Flat bed cylinder printing presses, to print sheets of a size 25 x 38 inches or larger; complete parts thereof for production use; machines designed to fold or sheet-feed paper or cardboard; complete parts thereof for production use.

<i>Tariff Item No.</i>	<i>Description</i>
ex 412c	Typecasting and typesetting machines for use in printing offices; parts thereof for production use.
ex 412d	Offset presses; lithographic presses; printing presses and typemaking accessories therefor, n.o.p.; complete parts of the foregoing for production use, not to include saws, knives and motive power.
ex 422	Street or road rollers and complete parts thereof for production use.
ex 425	Lawn mowers designed for use with motive power, whether or not containing the power unit; complete parts thereof for production use.
ex 427f	Machines for the manufacture of veneers and plywoods, viz., veneer clippers, veneer clipper knife jointers, veneer glue spreaders, veneer jointer, veneer lathes and veneer taping machines; complete parts of all the foregoing for production use.
ex 438g	Motor-cycles or side cars therefor; complete parts of the foregoing for production use.
ex 439b	Cars, n.o.p., trucks, road or railway scrapers.
447a	Sand cast rolls and chilled cast iron rolls, for use exclusively in rolling iron or steel, or in manufacturing paper.
447b	Forged steel rolls, hardened and ground, for use exclusively in rolling ferrous or non-ferrous metals.
459	Materials, including all parts, when imported by manufacturers of street or road rollers for use exclusively in the manufacture of street or road rollers, in their own factories, under regulations prescribed by the Minister.

Agreements Reached on European Timber

Two agreements were reached recently between the timber-importing and -exporting countries of Europe with regard to timber production and trade in 1948. The negotiations were carried on through the Timber Subcommittee of the Economic Commission for Europe in co-operation with FAO, the latter being in charge of the Timber Sub-committee's secretariat. To that effect, a working group of the Forestry Division of FAO has been established at Geneva. (*FAO Bulletin.*)

Great Britain Signs Food Agreements with Holland and Poland

London, March 24, 1948.—(FTS)—Great Britain has signed an agreement with Holland for the supply of 100,000 tons of potatoes, of which some 20,000 tons have already arrived. The balance is due during the middle of May. In addition, Poland has undertaken to deliver 20,000 tons of potatoes, shipments to begin during April, while 15,000 tons of potatoes have been purchased recently from Denmark for immediate delivery. It was stated that these supplies, while being very useful, are sufficient only for two weeks.

The program of food imports from Holland in 1948 under the recent trade agreement will include: 4,000 tons of cheese, plus a third of any exportable surplus above 13,000 tons; 5,000 tons of condensed milk; 650 tons of full cream milk powder; 2,000 tons of butter; 5,000 tons of bacon; 13 million dozen eggs; and substantial quantities of fruit and vegetables, including 60,000 tons of onions.

From January 1 to September 30 this year, Britain is to receive from Denmark: not less than 62½ per cent of her exportable surplus of butter, about 40,000 tons; not less than 80 per cent of her exportable surplus of bacon, about 22,000 tons (the next year this figure will be increased to 90 per cent). Egg imports in the same period will be about 25,500,000 dozen or 80 per cent of all the exportable surplus.

Poland will send Britain 13,000 tons of bacon in 1948 and probably double that quantity in 1949: 7,500,000 dozen shell eggs and 1,500 to 2,000 tons of frozen eggs; and 2,000 to 3,000 tons of poultry.

Agreements made with other European countries will in some cases provide non-essential foods. These will make a welcome variation in the British diet.

Monthly Summary of Foreign Trade

Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	62.8	70.3	177.3	242.0	230.5	189.1	208.6	235.4
February.....	57.4	59.6	167.7	227.2	236.4	153.1	179.5	208.3
March.....	71.1	73.3	205.2	282.7	301.2	178.4	209.0	228.4
April.....	48.5	50.9	227.7	282.9	312.3	178.5	190.9	.....
May.....	75.6	67.0	250.6	368.4	315.2	197.0	267.8	.....
June.....	73.3	66.0	249.2	343.2	322.8	166.7	272.7	.....
July.....	74.4	66.2	303.6	278.7	282.7	188.7	236.6	.....
August.....	77.1	69.1	292.9	257.0	295.0	242.7	221.3	.....
September.....	76.8	72.2	244.9	264.6	220.8	169.8	218.6	.....
October.....	91.3	88.2	259.8	314.0	227.9	204.2	250.8	.....
November.....	95.0	86.0	289.9	312.5	238.6	232.2	253.1	.....
December.....	81.3	68.9	302.6	266.9	234.8	211.9	266.2	.....
Total.....	884.5	837.6	2,971.5	3,440.0	3,218.3	2,312.2	2,774.9	672.0

Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	44.6	49.7	127.3	126.4	129.7	140.3	173.8	206.1
February.....	42.9	47.0	114.4	138.4	112.4	117.0	177.1	182.2
March.....	59.1	65.1	146.1	150.8	132.5	139.9	208.9	197.1
April.....	45.3	48.9	150.7	137.5	133.8	160.8	225.6	.....
May.....	66.1	67.1	154.4	159.0	143.8	164.2	240.3	.....
June.....	60.5	58.9	146.8	152.5	146.5	157.7	231.1	.....
July.....	57.6	55.8	150.9	148.5	138.7	161.6	226.8	.....
August.....	57.9	57.0	149.1	157.3	128.1	163.2	204.6	.....
September.....	59.6	56.4	137.3	159.7	122.3	156.1	208.1	.....
October.....	68.6	63.9	162.9	160.1	134.4	186.4	254.5	.....
November.....	70.1	63.3	160.3	141.6	142.4	198.2	220.1	.....
December.....	52.2	44.3	134.9	127.2	121.2	181.9	194.2	.....
Total.....	684.6	677.5	1,735.1	1,758.9	1,585.8	1,927.3	2,573.9	585.3

Balance of Trade with all Countries (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	+ 19.0	+ 21.8	+ 51.2	+ 119.6	+ 104.2	+ 51.0	+ 36.7	+ 33.0
February.....	+ 15.3	+ 13.5	+ 55.1	+ 90.9	+ 128.0	+ 37.7	+ 4.7	+ 28.1
March.....	+ 13.0	+ 9.2	+ 60.5	+ 139.2	+ 174.5	+ 40.0	+ 3.0	+ 33.9
April.....	+ 4.0	+ 2.6	+ 78.4	+ 149.2	+ 184.3	+ 19.5	+ 32.2	.....
May.....	+ 10.6	+ .8	+ 98.9	+ 211.8	+ 174.9	+ 34.6	+ 30.9	.....
June.....	+ 13.8	+ 7.9	+ 104.4	+ 193.5	+ 180.7	+ 11.1	+ 45.3	.....
July.....	+ 17.9	+ 11.4	+ 155.6	+ 133.3	+ 147.4	+ 29.6	+ 12.8	.....
August.....	+ 20.3	+ 12.9	+ 146.0	+ 101.9	+ 172.5	+ 82.8	+ 20.3	.....
September.....	+ 18.3	+ 16.7	+ 110.1	+ 107.6	+ 102.7	+ 15.8	+ 13.4	.....
October.....	+ 23.8	+ 25.3	+ 100.0	+ 158.4	+ 98.5	+ 20.2	+ 0.8	.....
November.....	+ 26.2	+ 23.5	+ 133.1	+ 175.9	+ 98.8	+ 37.0	+ 26.9	.....
December.....	+ 30.3	+ 25.6	+ 173.1	+ 142.9	+ 115.2	+ 32.4	+ 76.7	.....
Total.....	+ 212.5	+ 171.2	+ 1,266.3	+ 1,724.2	+ 1,681.6	+ 411.9	+ 237.8	+ 95.0

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

Canadian Exports to the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	25.5	33.6	42.6	94.8	83.2	51.1	50.5	64.9
February.....	23.6	27.3	51.9	78.2	67.5	37.9	44.9	51.7
March.....	26.4	27.8	65.0	110.4	108.8	50.5	47.6	59.2
April.....	16.4	18.8	89.3	101.2	109.1	41.0	43.1	.....
May.....	30.5	27.9	95.5	140.2	115.6	54.9	90.5	.....
June.....	28.9	25.6	105.6	127.9	94.6	30.6	76.2	.....
July.....	30.5	25.8	124.4	104.9	83.9	40.4	69.4	.....
August.....	31.3	26.7	111.9	90.2	66.6	71.9	66.0	.....
September.....	30.8	28.9	77.7	94.4	58.8	54.3	54.5	.....
October.....	38.4	36.0	73.4	112.6	56.3	47.7	66.8	.....
November.....	41.4	35.8	106.0	102.2	52.4	57.9	69.3	.....
December.....	30.0	25.5	89.5	77.9	66.4	59.4	72.5	.....
Total.....	353.6	339.7	1,032.6	1,235.0	963.2	597.5	751.2	175.8

Canadian Imports from the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	8.0	8.9	8.6	7.1	9.4	20.1	14.3	21.6
February.....	8.1	8.3	9.6	6.7	6.7	13.0	10.5	17.9
March.....	10.9	11.5	12.2	9.8	9.3	14.4	13.8	21.6
April.....	8.4	9.2	12.7	8.4	12.0	21.2	12.7	.....
May.....	12.7	11.9	12.5	13.0	15.2	18.8	15.2	.....
June.....	10.8	9.2	9.7	9.4	13.8	23.4	18.1	.....
July.....	11.3	9.7	14.2	5.9	12.0	21.9	17.7	.....
August.....	11.4	10.4	10.9	4.6	10.7	14.5	15.1	.....
September.....	10.5	10.0	9.9	7.1	9.6	12.0	15.6	.....
October.....	11.0	11.6	13.3	18.1	12.1	15.6	18.3	.....
November.....	13.0	11.0	12.8	11.1	14.8	14.9	17.8	.....
December.....	8.0	7.0	8.6	9.4	14.9	11.7	20.3	.....
Total.....	124.0	119.3	135.0	110.6	140.5	201.4	189.4	61.1

Balance of Trade with the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	+ 17.7	+ 24.8	+ 34.1	+ 88.2	+ 74.5	+ 31.2	+ 36.3	+ 43.4
February.....	+ 14.6	+ 18.7	+ 42.7	+ 72.0	+ 61.4	+ 24.9	+ 34.5	+ 33.9
March.....	+ 15.6	+ 16.4	+ 53.0	+ 100.7	+ 101.5	+ 36.2	+ 33.9	+ 37.7
April.....	+ 9.1	+ 9.6	+ 77.0	+ 93.0	+ 98.9	+ 19.8	+ 30.4	.....
May.....	+ 17.7	+ 16.2	+ 83.9	+ 127.3	+ 101.1	+ 36.2	+ 75.6	.....
June.....	+ 18.3	+ 16.6	+ 96.1	+ 118.6	+ 81.3	+ 7.3	+ 58.2	.....
July.....	+ 19.4	+ 16.3	+ 111.0	+ 99.3	+ 72.2	+ 18.6	+ 52.0	.....
August.....	+ 20.0	+ 16.5	+ 101.4	+ 85.7	+ 56.8	+ 57.5	+ 51.1	.....
September.....	+ 20.3	+ 19.0	+ 68.0	+ 87.7	+ 49.2	+ 42.4	+ 39.4	.....
October.....	+ 27.5	+ 24.6	+ 60.3	+ 94.9	+ 44.8	+ 32.1	+ 48.7	.....
November.....	+ 28.4	+ 24.8	+ 93.7	+ 91.3	+ 37.7	+ 43.3	+ 51.6	.....
December.....	+ 22.1	+ 18.6	+ 81.0	+ 68.7	+ 51.6	+ 47.8	+ 52.5	.....
Total.....	+ 230.8	+ 222.1	+ 902.3	+ 1,127.5	+ 830.9	+ 397.4	+ 564.3	+ 115.0

Canadian Exports to the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	22.1	20.0	91.2	85.3	84.7	62.3	79.5	105.0
February.....	19.7	16.8	81.1	91.6	91.5	57.6	69.4	94.8
March.....	25.9	22.7	88.1	97.4	103.3	66.5	83.1	112.5
April.....	20.1	18.0	81.7	120.3	109.1	71.4	88.3	.....
May.....	26.1	20.4	88.8	131.9	117.2	72.2	79.8	.....
June.....	25.1	20.0	90.9	111.2	112.3	66.5	82.0	.....
July.....	25.9	21.0	90.8	98.8	102.7	74.8	82.1	.....
August.....	28.3	25.3	91.2	86.0	112.6	75.0	81.4	.....
September.....	29.4	25.1	94.0	110.5	84.8	69.6	87.5	.....
October.....	33.5	28.0	112.8	123.0	88.4	99.1	102.4	.....
November.....	31.9	28.4	108.3	118.9	101.2	89.2	92.9	.....
December.....	33.3	24.7	130.2	126.4	88.9	83.9	106.0	.....
Total.....	321.3	270.5	1,149.2	1,301.3	1,197.0	887.9	1,034.2	312.3

Canadian Imports from the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	28.7	32.3	104.8	106.3	101.8	97.4	136.4	150.0
February.....	27.9	31.2	94.2	115.8	92.8	86.0	138.4	136.8
March.....	38.0	42.9	120.0	123.3	105.3	100.1	165.1	138.3
April.....	29.2	31.4	124.4	114.4	102.7	114.8	181.6	.....
May.....	38.3	40.5	124.0	127.0	104.8	113.4	184.7	.....
June.....	36.4	37.1	121.1	122.2	110.7	106.6	174.7	.....
July.....	33.4	34.1	120.0	124.0	103.5	112.5	168.9	.....
August.....	33.7	35.3	124.9	138.3	96.8	123.1	155.3	.....
September.....	36.2	34.7	113.5	135.6	89.6	115.8	163.0	.....
October.....	42.5	38.5	134.5	121.4	101.3	140.4	190.4	.....
November.....	40.8	37.6	130.9	116.1	103.3	149.5	174.4	.....
December.....	33.6	29.2	111.5	102.9	89.9	145.6	141.7	.....
Totals.....	418.7	424.7	1,423.7	1,447.2	1,202.4	1,405.3	1,974.7	425.1

Balance of Trade with the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	- 5.9	- 11.3	- 12.8	- 18.3	- 15.0	- 33.2	- 55.8	- 43.2
February.....	- 7.5	- 13.8	- 12.0	- 22.7	+ 1.9	- 27.1	- 67.1	- 40.4
March.....	- 10.3	- 19.5	- 30.9	- 19.4	+ 1.7	- 32.4	- 80.2	- 24.2
April.....	- 8.4	- 12.8	- 41.9	+ 9.0	- 10.1	- 41.9	- 91.6	.....
May.....	- 11.0	- 19.5	- 33.8	+ 6.8	+ 15.0	- 39.9	- 102.7	.....
June.....	- 10.5	- 16.5	- 28.7	- 9.0	+ 3.8	- 38.5	- 90.5	.....
July.....	- 6.6	- 12.4	- 27.3	+ 23.3	+ 1.5	- 35.9	- 84.9	.....
August.....	- 4.5	- 9.4	- 32.3	- 50.4	+ 18.2	- 45.6	- 71.6	.....
September.....	- 5.9	- 8.9	- 17.6	- 23.0	- 2.3	- 44.7	- 73.8	.....
October.....	- 8.0	- 9.7	- 20.4	+ 5.2	- 9.9	- 39.4	- 86.2	.....
November.....	- 7.7	- 8.6	- 20.4	+ 6.4	- 0.1	- 58.1	- 79.8	.....
December.....	- 0.7	- 3.7	+ 21.2	+ 25.9	+ 0.1	- 60.1	- 33.9	.....
Total.....	- 87.0	- 146.0	- 257.0	- 112.7	+ 25.0	- 496.7	- 918.1	- 107.9

Canadian Imports, by Areas

GEOGRAPHIC AREAS	March			January—March		
	1938	1947	1948	1938	1947	1948
(Millions of Dollars)						
BRITISH COUNTRIES						
United Kingdom and Europe	11.5	13.8	21.6	29.2	38.6	61.1
America	0.8	1.2	2.2	2.0	4.1	6.9
Africa	1.4	1.4	1.5	0.9	4.0	4.6
Asia	2.0	6.3	5.9	5.3	15.2	15.5
Oceania	1.2	3.1	1.3	4.4	7.6	4.5
Total British Countries	16.9	25.9	32.5	41.7	69.6	92.6
FOREIGN COUNTRIES						
United States and Possessions	42.9	165.2	138.4	106.5	440.4	425.8
Latin America	0.9	12.8	19.1	2.3	31.7	48.8
Europe	3.4	4.2	4.1	8.8	11.4	10.8
Other Foreign	1.0	0.9	2.9	2.4	6.7	7.3
Total Foreign Countries	48.2	183.0	164.5	120.0	490.2	492.7
TOTAL IMPORTS FOR CONSUMPTION..	65.1	208.9	197.1	161.7	559.8	585.3

Canadian Imports, by Countries

Country	March			January—March		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
BRITISH COUNTRIES						
Europe:						
United Kingdom	11,496	13,826	21,601	29,152	38,598	61,062
Eire	6	1	2	7	3	7
Gibraltar						
Malta					3	
Total Europe	11,502	13,827	21,603	29,159	38,604	61,069
America:						
Newfoundland	30	161	272	219	514	1,872
Bermuda	2	3	2	6	6	5
Barbados	41	243	31	103	727	138
Jamaica	304	103	504	565	829	1,337
Trinidad and Tobago	80	45	614	142	642	1,005
Bahamas	169	7	49	233	166	278
Leeward and Windward Islands		13	16		52	40
British Honduras	1	291	5	5	318	204
British Guiana	209	344	663	673	809	2,000
Falkland Islands						
Total America	836	1,210	2,156	1,996	4,064	6,879
Africa:						
Northern Rhodesia			1		1	1
Union of South Africa	42	194	259	274	620	639
Other British South Africa						
Southern Rhodesia		7	4		19	20
Gambia						
Gold Coast		903	410	7	1,770	1,679

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

Canadian Imports, by Countries—Continued

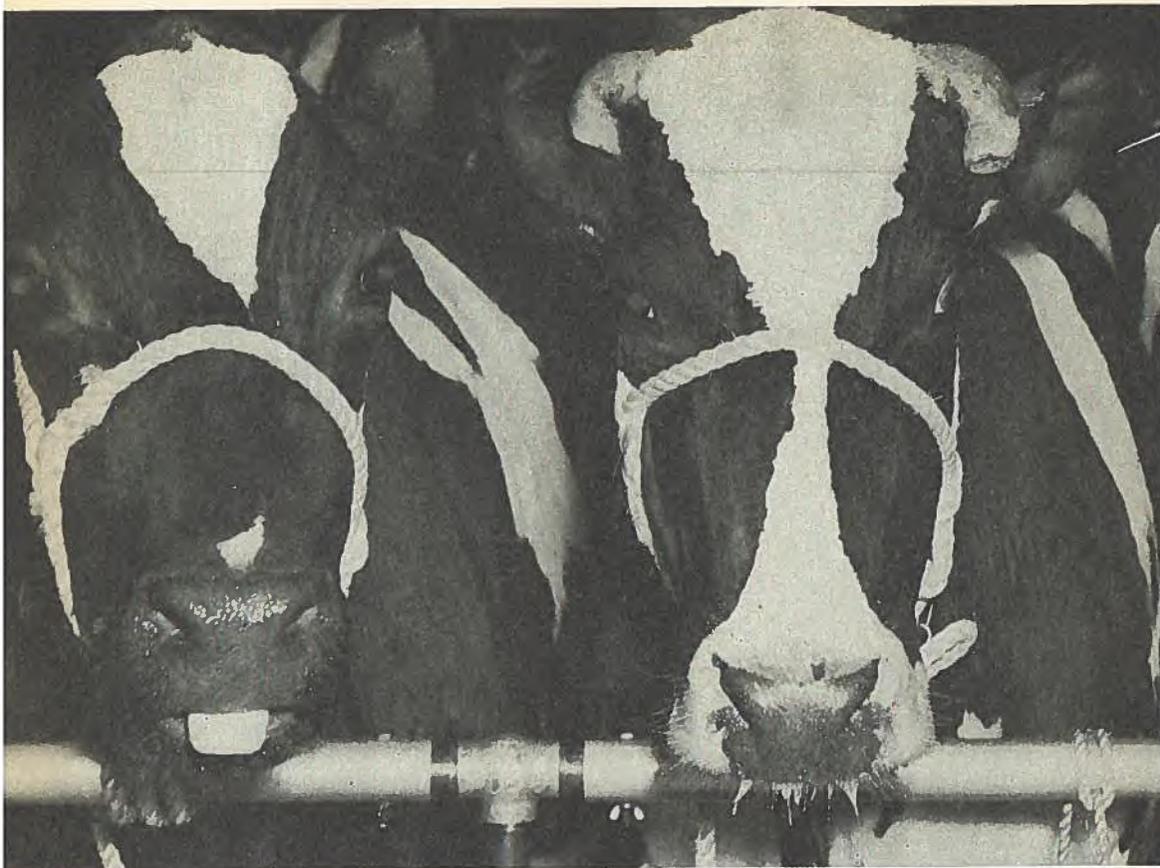
Country	March			January-March		
	1938	1947	1948	1938	1947	1948
BRITISH COUNTRIES—Concluded						
(Thousands of Dollars)						
Africa—Con.						
Nigeria.....	37	3		54	531	620
Sierra Leone.....	1	1		2	4	
Other British West Africa.....						
British Sudan.....			3	4	4	3
British East Africa.....	259	320	864	536	1,100	1,648
Total Africa.....	339	1,428	1,541	877	4,049	4,610
Asia:						
India.....	710	2,888	2,827 19	2,132	10,195	8,073 48
Pakistan.....				17	2	
Burma*.....	7			734	1,390	2,604
Ceylon.....	324	545	684	7		
Aden.....	6			2,058	3,472	4,380
British Malaya.....	820	2,842	2,150	19		13
Other British East Indies.....	6			234	153	401
Hong Kong.....	100	11	256	104	9	12
Palestine.....	12	4	6			
Total Asia.....	1,985	6,290	5,942	5,305	15,221	15,531
Oceania:						
Australia.....	735	1,526	1,213	1,685	3,358	2,476
New Zealand.....	240	1,483	60	1,990	3,610	2,014
Fiji.....	223	93		664	654	
Other Oceania.....	16			16		
Total Oceania.....	1,214	3,102	1,273	4,355	7,622	4,490
TOTAL BRITISH COUNTRIES.....	16,873	25,857	32,513	41,691	69,560	92,582
FOREIGN COUNTRIES						
United States and Possessions:						
United States.....	42,888	165,116	138,299	106,404	439,993	425,122
Alaska.....	12	53	85	31	154	338
American Virgin Islands.....		1	1		3	9
Guam.....						
Hawaii.....	14	29	6	26	240	266
Puerto Rico.....		12	13		29	65
Total United States and Possessions.....	42,914	165,211	138,404	106,461	440,419	425,800
Latin America:						
Argentina.....	238	2,324	2,967	663	6,636	3,925
Bolivia.....	1	1		3	1	
Brazil.....	96	1,684	1,083	174	2,899	4,665
Chile.....	5	28	43	5	83	74
Colombia.....	63	1,094	474	179	3,398	2,299
Costa Rica.....	5		232	9	2	
Cuba.....	32	1,067	1,198	68	2,760	4,154
Ecuador.....	4	17	31	6	39	115
Guatemala.....	14	532	739	22	787	1,971
Haiti.....		22	39		66	95
Honduras.....	3	1,488	365	5	3,428	636
Mexico.....	115	1,306	3,937	211	2,961	8,096
Nicaragua.....			45			68
Panama.....						249
Paraguay.....	23	28		35	80	119
Peru.....	175	70	9	731	217	55
Salvador.....		489	57		601	655
San Domingo.....		2	1,867		169	3,107
Uruguay.....			50	4	131	130
Venezuela.....	134	2,627	6,000	196	7,418	16,750
Total Latin America.....	908	12,779	19,136	2,311	31,676	48,764

*See Foreign Countries from January 1, 1948.

Canadian Imports, by Countries—Concluded

Country	March			January-March		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
FOREIGN COUNTRIES—Concluded						
Europe:						
Albania.....						
Austria.....	38	2	18	83	2	56
Belgium.....	450	674	663	1,325	1,664	1,911
Bulgaria.....						
Czechoslovakia.....	311	261	321	769	978	981
Denmark.....	10	13	318	30	40	368
Estonia.....	2			9		
Finland.....	4	9		14	13	3
France.....	536	813	594	1,252	1,896	1,683
Germany.....	658	3	11	1,898	45	92
Greece.....	6	1	37	11	24	54
Hungary.....	18	6	7	54	7	29
Iceland.....			9			10
Italy.....	217	179	400	568	990	1,155
Latvia.....	1			2		
Lithuania.....						
Netherlands.....	425	218	419	731	736	1,130
Norway.....	48	339	39	121	585	140
Poland.....	35		1	66		1
Portugal.....	12	52	52	33	320	209
Azores and Madeira.....	13	54	26	36	134	62
Roumania.....			2	6	1	2
Soviet Union.....	25	27		33	45	1
Spain.....	70	186	137	207	585	387
Sweden.....	184	175	418	520	579	768
Switzerland.....	345	1,165	579	1,056	2,762	1,772
Yugoslavia.....				5		
Total Europe.....	3,408	4,177	4,051	8,829	11,406	10,814
Other Foreign Countries:						
Abyssinia.....			2	1	9	14
Afghanistan.....						
Belgian Congo.....		44	270		164	914
Burma*.....						
China.....	245	299	391	578	685	531
Greenland.....						
Egypt.....	40		10	128	31	593
French Africa.....	10	74		11	247	
French East Indies.....	31			89		
French Guiana.....						
French Oceania.....						
French West Indies.....		1	11		19	26
Madagascar.....	3	6	15	6	7	20
St. Pierre and Miquelon.....				6		1
Iraq.....	13	8	4	46	775	621
Tripoli.....						
Other Italian Africa.....						
Japan.....	499	8	134	1,209	8	204
Korea.....						
Liberia.....						
Morocco.....	2	2	2	5	2	6
Netherlands East Indies.....	49	22	16	132	37	42
Netherlands Guiana.....			47			168
Netherlands West Indies.....		256	1,315		653	2,369
Iran.....	4	41	7	12	66	19
Philippine Islands.....	52	11	635	170	1,674	1,630
Portuguese Africa.....		40			65	15
Portuguese Asia.....						
Siam.....	1			1	10	
Canary Islands.....	1		1	2		4
Spanish Africa.....						
Syria.....	1	1	2	6	6	6
Turkey.....	5	55	83	34	2,244	154
Total Other Foreign.....	956	868	2,945	2,436	6,702	7,337
TOTAL FOREIGN COUNTRIES.....	48,183	183,034	164,538	120,036	490,203	492,713
TOTAL IMPORTS.....	65,056	208,891	197,051	161,727	559,764	585,295

*See British Countries prior to 1948.



Purebred livestock are being transported with increasing frequency by air to Latin America, where they contribute to the improvement of existing herds. These cattle have been firmly "moored" in the fuselage of an aircraft.

Valuable Livestock Cargo Flown to South America

Two champion Holstein bulls, one weighing 2,800 pounds and the other 2,400 pounds, formed part of a valuable livestock shipment that left Malton Airport on May 4 for Argentina and Chile. The largest, *Glenafton Rag Apple Monogram*, was grand champion at the Brantford Championship Show last autumn and has been officially classified as XXX, the highest grading for type. This bull was destined for Buenos Aires. *Glenafton Rag Apple Alert*, which was shipped to Santiago, Chile, was All-Canadian and All-American three-year-old in 1947, and All-Canadian and All-American two-year-old in 1946, selling for \$11,500 in Toronto last autumn.

Other purebred animals in the shipment were *High Crest Pippin Rag Apple*, which was All-Canadian and All-American Senior Yearling Heifer, going to Buenos Aires with her baby heifer calf; *Glenafton Eclipse* and *A.B.C. Herman Sovereign*, two younger bulls bound for Santiago, Chile; and three bred heifers destined for Buenos Aires.

It was estimated that the air freight for the 2,800-pound bull would be approximately \$2,500 and that an additional \$1,000 would be paid for air insurance. The aircraft, transporting what was claimed to be the most valuable cargo of cattle ever to leave Canada by air, was due in Santiago on May 7, three days after leaving Malton, and in Buenos Aires on May 8.

Three Australian Farmers Arrive Tomorrow for Canadian Tour

Winners of "Progressive Farmer Competition" in New South Wales will visit farms and agricultural associations in Alberta, Saskatchewan, Manitoba, Ontario and Quebec—Impressions of developments here will be outlined on return to Commonwealth.

CANADA will be host for three weeks to three leading agriculturalists from Australia, commencing tomorrow with the arrival in Winnipeg of winners in the "Progressive Farmer Competition", conducted by the Rural Bank of New South Wales. During their stay in this Dominion, they will be afforded opportunities of learning much about conditions in Alberta, Saskatchewan, Manitoba, Ontario and Quebec. Following their

Australia—Wallace Archibald Mearns, member of the three-man "Australian Progressive Farmer" team arriving in Winnipeg tomorrow for a visit to agriculturalists in Canada, discussing tomatoes with one of his tenants.



return to Australia, they will tour the Commonwealth, and outline their observations for the benefit of other farmers who are similarly interested in the development of agriculture and the scientific methods that provide for an increase in production and the improvement of breeding stock. The all-expense tour will extend over a period of six months, and take the trio of farmers to the United States and Great Britain, in addition to Canada.

Agricultural bureaux and bank managers nominated 105 candidates, who were visited on their respective farms by a committee of experts who selected ten finalists. The three winners, chosen from this group, are: W. A. Meares, of Forbes, who is particularly interested in mixed farming; M. R. Buttsworth, of Hannam Vale, who is a dairy farmer; and W. H. Bruce, who is classed as a specialist in the production of poultry and fruit. They will be accompanied by Noel Griffiths, public relations officer of the Rural Bank of New South Wales, and C. P. Dowsett, economist with the bank.

Itineraries Planned in Keeping with Special Interests

Arrangements have been made for the three visiting farmers to follow an itinerary in keeping with their special interests. For example, with Winnipeg as their headquarters, Mr. Bruce will visit corn producers, poultry farms and grading stations, commercial nurseries and a fruit farm at Carman, Man.; Mr. Buttsworth will discuss milk distribution with the Manitoba Milk Control Board and other problems with the Manitoba Milk Producers Association; while Mr. Meares, on the other hand, will visit a beef cattle farm, the Canadian Wheat Board, Manitoba Federation of Agriculture, the Winnipeg Grain Exchange and the United Grain Growers, Limited.

All three are scheduled to visit the Ontario Agricultural College, at Guelph, and the Vineland Experimental Station. Mr. Bruce and Mr.

Australia—Wallace Archibald Meares, second from right, discusses with buyers from the Darroobalgie Meatworks the merits of fat lambs on his 2,500-acre farm at "Bogabigal", Forbes, N.S.W.





Australia—Hilton Roy Buttsworth, member of the three-man “Australian Progressive Farmer” team arriving tomorrow in Winnipeg, riding a true Saladin bred on his dairy farm in New South Wales.

Itinerary for Canadian Tour

Arrive Winnipeg	9.00 a.m.,	May 16
Leave Winnipeg	8.00 p.m.,	May 18
Arrive Regina	8.15 a.m.,	May 19
Visit to Medicine Hat		May 20
Lethbridge		May 20
Leave Regina	9.00 p.m.,	May 21
Arrive Toronto	7.50 a.m.,	May 22
Leave Toronto		May 25
Visit to Guelph		May 26
Vineland		May 27
Niagara Falls		May 27
Hamilton		May 27
Simcoe		May 28
St. Williams		May 28
Brantford		May 28
Ridgetown		May 29
Woodstock		May 29
Leave London	7.35 p.m.,	May 30
Arrive Ottawa	6.45 a.m.,	May 31
Leave Ottawa	7.45 a.m.,	June 3
Arrive Ste. Anne de Bellevue	10.14 a.m.,	June 3
Arrive Montreal		June 3
Visit to Beauharnois District		June 5
Hemmingford		June 5
Ste. Martine		June 5
La Prairie		June 5
Leave Montreal	8.15 p.m.,	June 5
Arrive Quebec	12.15 a.m.,	June 6
Visit to Ile d'Orleans		June 6
Leave Quebec	1.10 p.m.,	June 7
Arrive Montreal	4.55 p.m.,	June 7
Leave Montreal	7.40 p.m.,	June 7



Australia—Jersey herd of Hilton Roy Buttsworth, who was selected to represent dairy farmers of New South Wales on a tour of Canada, the United States and Great Britain. His 130-acre farm is located at Hannam Vale, near Taree, 160 miles from Sydney.

Buttsworth will study the production of tobacco, fruit, poultry, vegetables and dairy cattle, while Mr. Meares will inspect plants manufacturing agricultural implements in Toronto, Hamilton and Brantford. In Ottawa, discussions will be held with officials of the Departments of Trade and Commerce and Agriculture, and visits made to the Central Experimental Farm.

Visitors Have Varied Experience

Mr. Bruce, who is 43 years of age, is particularly interested in poultry production and the marketing of poultry meat and eggs, in addition to fruit farming and the marketing of fruits. He was appointed chairman of the New South Wales Egg Marketing Board at the outbreak of the Second World War, and has been active in a number of other organizations.

Mr. Buttsworth, who is 32 years old, is particularly interested in dairy farms, creameries, cheese factories and processed milk plants, dairy organizations and co-operatives, dairy equipment, pasture improvement, pig production and the marketing of pig products. He has devoted much time to public affairs, and is a member of the Dairy Industry Cost Investigating Committee, vice-president of the Agricultural Bureau and is closely associated with the junior farmer movement.

Mr. Meares, who is 39 years of age, is particularly interested in fat lamb and wool production, wool marketing, beef cattle production, pasture development, irrigation works, wheat and other cereal production, canning factories, agricultural machinery, co-operative enterprises, tobacco and vegetable production. As president of the Forbes Pastoral, Agricultural and Horticultural Society, he has taken a leading part in many public enterprises.

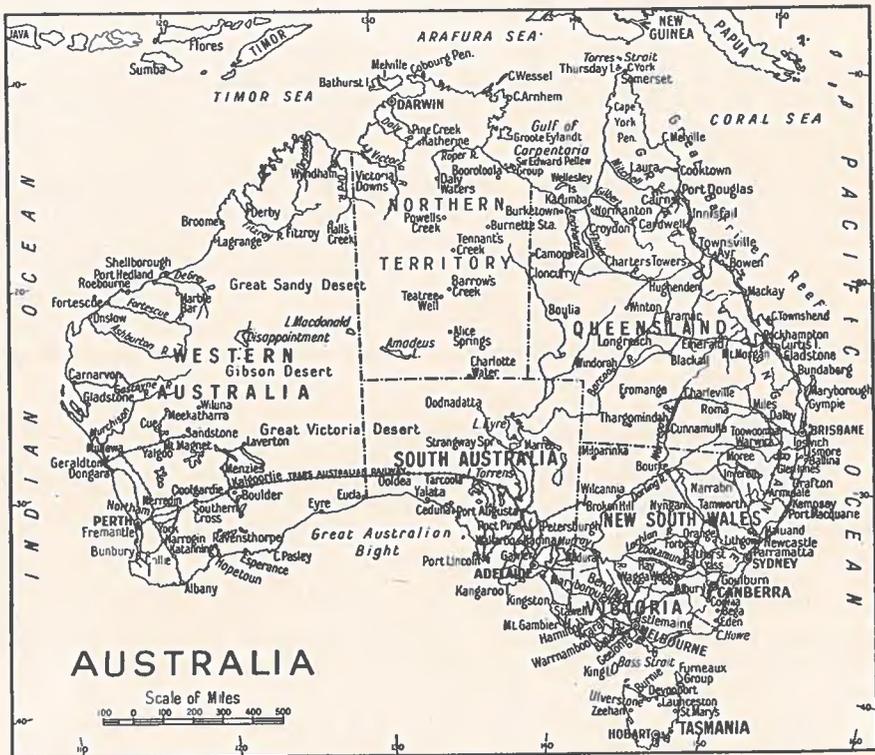
Current Australian Wheat Crop Largest Grown by Country

Totalling 228,000,000 bushels, it is the estimated yield of 14,600,000 acres — Between 140 to 150 million bushels expected to be available for export—Record yields of barley and oats predicted—Prices of wool at record peaks—Animal slaughterings considerably lower in 1947 than the previous year.

By C. M. Croft, Commercial Counsellor for Canada

(Editor's Note—This is the third in a series of four articles on economic conditions in Australia during 1947, prepared for *Foreign Trade*. The first two appeared in the May 1st and May 8th issues.)

SYDNEY, February 18, 1948.—The wheat crop for 1947-48, estimated at 228,000,000 bushels, is the largest ever grown in the Commonwealth. Weather conditions were favourable for production, particularly in New South Wales, and the planted area of 14,600,000 acres was more than 12 per cent higher than the average area sown during the five prewar years ended 1938-39. As Australian requirements are usually in the vicinity of 70 to 80 million bushels, it is expected that there will be 140 to 150 million bushels available for export. It has been estimated that the returns to producers for the 1946-47 crop will amount to 7s. 9d. per bushel bulk (less freight).



Courtesy Canadian Geographical Society.

Stabilization contributions already collected by the Commonwealth Government on the 1945-46 crop will be distributed to growers not later than December, 1948. After dispersal of the 1945-46 year contributions, £20 will be regarded as the reasonable minimum for the fund.

Value of Wheat Crop May Reach £170,000,000

With an increase in the price of wheat for use in Australia from 5s. 2d. to 6s. 3d. per bushel and high export prices, it has been forecast that the value of the Australian wheat crop may reach £170,000,000. The wheat contract with the United Kingdom is for 80 million bushels at 17s. (Australian currency) per bushel f.o.b. Australian ports and the contract with India is for 25 million bushels at 18s. 6d. (Australian currency) per bushel at the ports. It is reported that contracts for substantial quantities have also been concluded with Switzerland, France, Eire, Iraq, Sweden, Norway and various Pacific islands at prices ranging from 17s. to £1 6d. per bushel.

Discussions between the Commonwealth and state governments to conclude a mutually acceptable wheat stabilization plan, to be put into effect before December 31, 1948, ended without success. It is still hoped that an agreement on this vital matter may be reached during 1948.

An interim report of a Commonwealth committee which studied the cost of wheat production established the cost at 6s. per bushel at sidings.

The average monthly production of wheat flour during the year ended June 30, 1947, was 123,000 (short) tons compared with 102,000 (short) tons in 1945-46 and 114,000 in 1947-48. The total value of wheat exported as grain and flour during the year ended June 30, 1947, was £28,925,000, whereas the 1947-48 export value is estimated at about £90,000,000.

Record Yields of Barley and Oats Predicted

Record crops of barley and oats are predicted for the 1947-48 crop season. The expected barley crop will be about 20,000,000 bushels, of which nine to eleven million will likely be exported. The estimated value of exports is about £3.6 million. The total 1946-47 crop was about 11½ million bushels.

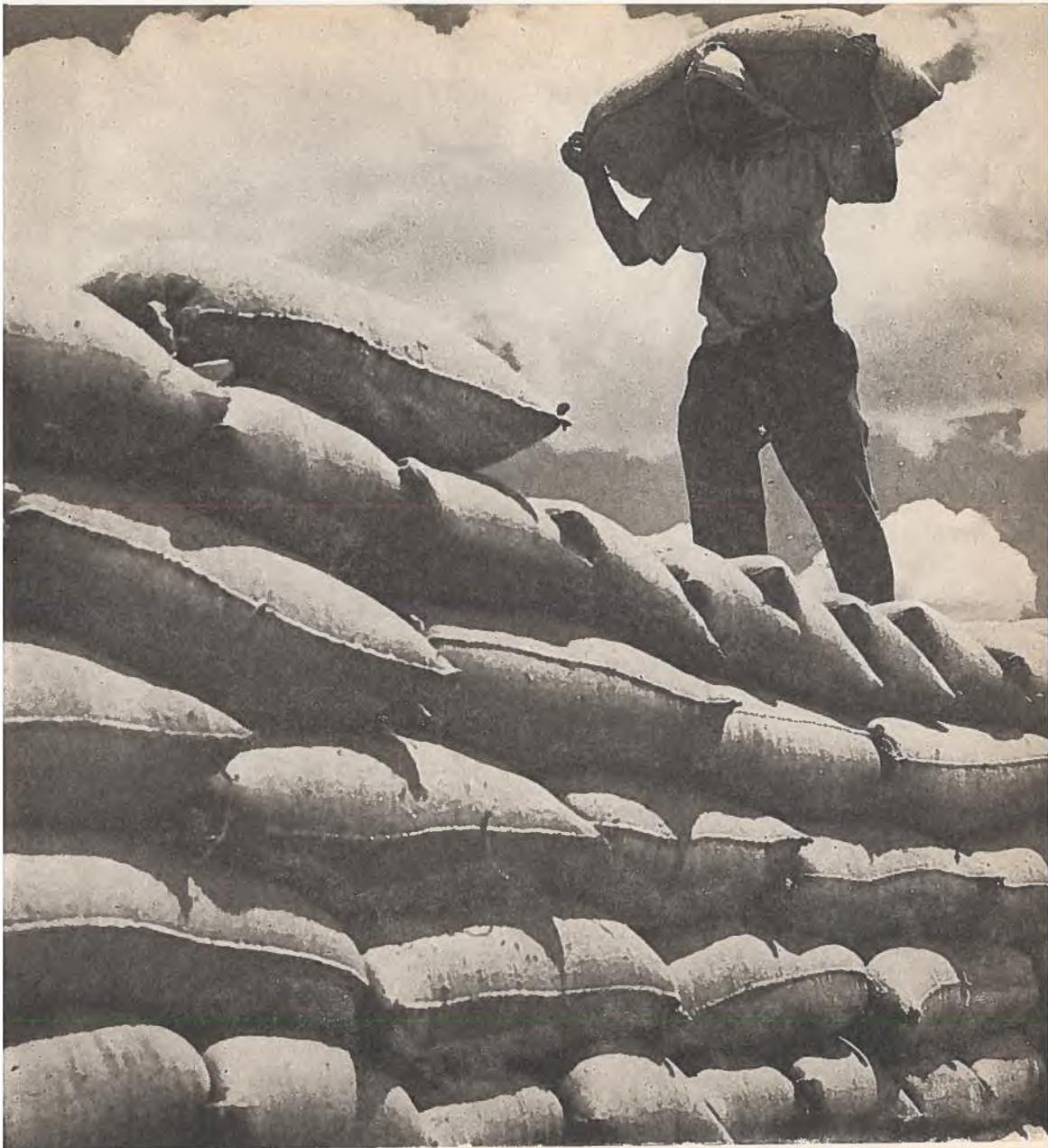
The Australian 1947-48 oat crop has been estimated at 35 to 40 million bushels compared with about 16 million bushels in 1946-47 and about 26 million bushels in 1945-46. Exports from the 1947-48 oat crop are expected to be substantial and have an estimated value of £3 million.

Prices of both barley and oats are at high levels. The local Australian price of barley is 6s. 10d. and the export price about 20s. The government guarantee for oats is 3s. 6d. per bushel in bags and the export price about 11s. 6d. per bushel in bags.

Prices of Wool at Highest Point Ever Recorded

The first half of the Australian wool selling season of 1947-48 ended on December 31, 1947, with prices at the highest point ever recorded in Australia. In that six-months period about 1,300,000 bales were sold. The total sum realized was about £60,000,000, or an average of about £45 per bale. On that basis of value, the clip of the 1947-48 season, estimated at 3 million bales, will bring a total return of about £135,000,000. This is exceptionally high when compared with the aggregate value of the clips in the three years immediately preceding the war, which amounted to only about £144,000,000.

It has been estimated that wool exports in 1947-48 will be worth about £133,000,000 compared with a value of £126.8 million recorded for 1946-47, when considerable shipments were made from stocks accumulated during



Australia—Bagged wheat being piled. The wheat crop for 1947-48, estimated at 228,000,000 bushels, is the largest ever grown in the Commonwealth. With the increase in price, value of the crop may reach £170,000,000.

Photo by Sydney Morning Herald.

the war. The estimated value per pound, greasy basis, for the current period is 35d. compared with 23d. for 1946-47 and an average of 13½d. for the five prewar years.

During 1946-47 the Commonwealth Government paid a subsidy of 9·66d. per pound to Australian manufacturers for wool purchased by them and manufactured for sale in Australia. The total cost of this subsidy for the year was £3,417,000. Due to the substantial increase in wool prices, it is expected that the cost of this subsidy in 1947-48 will be much higher.



Australia—Wool store at Geelong. About 1,300,000 bales were sold at prices the highest point ever recorded during the first half of the selling season for 1947-48 ended December 31, 1947.

Courtesy Victorian Government Railways.

The demand in the salerooms for wool is absorbing all the available supplies, and mill consumption in Australia is at the highest possible level. As a result, record prices are being received and the outlook for 1948 is distinctly favourable.

Except for limited areas in Western Australia and Victoria, pasture conditions throughout Australia at the close of 1947 ranged from satisfactory to the best for many years and all livestock in general, and sheep in particular, were in excellent condition.

Production of Whole Milk and Butter Increased

During the last six months of 1947, production of whole milk was estimated at 624,179,000 gallons compared with 556,545,000 gallons in a similar period of 1946. Butter production during the last six months of 1947 was 84,708 tons compared with 71,260 tons for a similar period in 1946 and 74,723 tons in 1945. These figures reflect the improvement in the cattle feed situation, particularly the better pastures resulting from the good rains in the dairy areas.

Exports of butter during the year ended June 30, 1947, were valued at £10,433,000, which was about the same as for the five prewar years ended 1938-39. The estimated value of butter to be exported in 1947-48 is £16,700,000.

Cheese production in the six months ended December 31, 1947, was 26,395 tons as compared with 25,261 tons in the same period of 1946 and 23,207 tons in 1945. Improvement in the quality of cheese and cheese-producing facilities during the war and postwar periods has been accompanied by expanding exports. In 1946-47 the value of cheese exports was £2,661,000, which was more than four times the annual value of cheese exports during the five prewar years ended 1938-39. The value of exports in 1947-48 is expected to be £2,900,000.

The production of condensed milk (sweetened and unsweetened) in the year ended June 30, 1947, was about 92,271,000 pounds compared with 96,656,000 pounds in 1945-46. The production of concentrated whole milk (used mainly for ice cream) was about 26,380,500 pounds in 1946-47 compared with 12,012,600 pounds in 1945-46. About 25,215,000 pounds of spray (full cream) powdered milk was produced in 1946-47, which was only slightly higher than the production of the previous year. Roller process powdered milk production was 6,363,500 pounds in 1946-47, about the same as the year previous, and dried skim milk production was 7,995,600 pounds compared with 5,199,500 pounds in 1945-46. Production of infants' and invalids' food (including malted milk) was 18,388,755 pounds in 1946-47, considerably more than the production of 14,698,940 pounds in 1945-46.

The export value of processed milk in 1946-47 was £4,262,000. The estimated exports of these commodities in 1947-48 will, it is estimated, be about the same as the previous year.

Substantial increases in consumption of whole milk in Australia in recent years reflect the higher purchasing power of consumers. Government subsidies on dairy products will be continued during 1947-48.

One Million Less Sheep and Lambs Slaughtered Last Year

During the year ended December 31, 1947, 9,084,105 sheep and 8,332,198 lambs were slaughtered in Australia. The comparative figures

Canada—"Rupert Eugene", born on April 1st, 1945, was shipped from Canada last year to Australia, where it has been acclaimed as one of the finest bulls ever imported. Its weight on May 17, 1947, was 1,530 pounds. Canada provides purebred livestock for many countries, which have come to depend on the high record of performance of many animals in this Dominion.



for 1946 were 10,821,799 sheep and 7,698,292 lambs. The total slaughtering of sheep and lambs were, therefore, smaller in 1947 than in 1946 by about one million animals.

Exports of lamb during the year ended June 30, 1947, were valued at £3,632,000 compared with £1,178,000 in 1945-46. Exports in 1947-48 are expected to reach £5,400,000 in value. Exports of mutton in 1946-47 were valued at £912,000 and in 1945-46 at only £362,000. For 1947-48 the estimated export value will be about £500,000.

In the past year, 1,201,568 bulls and bullocks, 1,027,249 cows and 917,848 calves were slaughtered in Australia compared with 1,070,666 bulls and bullocks, 894,855 cows and 917,848 calves in 1946. Exports of beef and veal during the year ended June 30, 1947, were valued at £4,520,000 compared with £2,834,000 in 1945-46. The value of exports of these meats in 1947-48 is estimated at £6,100,000.

During 1947, 447,581 pigs for pork, and 1,006,785 pigs for bacon and hams were slaughtered in Australia compared with 562,997 pigs for pork and 1,083,298 pigs for bacon and hams slaughtered in 1946. Exports of pork during the year ended June 30, 1947, were valued at £844,000 compared with the much higher value of £12,205,000 in 1945-46. The value of pork exported in 1947-48 is estimated at £800,000. Exports of bacon and hams in 1946-47 were valued at £578,000 compared with the substantially greater value of £1,039,000 in 1945-46. The estimated values of exports of bacon and hams in 1947-48 will be only £400,000.

Exports of canned meats in 1946-47 were valued at £7,671,000 compared with £5,891,000 in 1945-46. The estimated value of exports in 1947-48 is £7,500,000. There was an increase in the export value of sausage casings and rabbits and hares in 1946-47 compared with the previous year and further increases are expected in 1947-48.

Contracts have been continued with the United Kingdom Government to take all meat which is surplus to Australian needs.

Production of eggs during the year ended June 30, 1947, was 122 million dozens compared with 113,150,000 dozens in 1945-46. These figures show an increase of nearly eight per cent.

Value of Exports of Eggs and Egg Products Doubled

Exports of eggs and egg products during the year ended June 30, 1947, were valued at £4,514,000 compared with £2,090,000 in 1945-46 and £882,000 during the five-year period ended 1938-39. During the last six months of 1947 exports of eggs were valued at £2,988,000 compared with £2,804,000 during a similar period of 1946.

The overall pack of canned fruits for the 1947 season was 2,625,413 cases on the basis of two dozen 30-ounce cans per case. This was the best production achieved since 1941. Arrangements have been made with the United Kingdom Government for the sale of 1,900,000 cases of all fruits.

Unfavourable Weather Reduced Production of Dried Fruits

The estimated production of currants during the year ended June 30, 1947, was 11,300 tons; of sultanas, 39,500 tons; and of lexias, 5,200 tons, making a total of 56,000 tons. In 1945-46 the total was 72,393 tons, while the production in 1939 was 72,926 tons and was as high as 104,261 tons in 1944. Unfavourable weather during the production season was the major factor in reducing the 1946-47 crop. Exports of these commodities in 1946-47 were 37,000 tons valued at £2,187,000. The previous year, 51,682 tons were exported with a value of £1,951,000. The 1947-48 crop has been estimated at between 80 and 90 thousand tons and the estimated value of these exports is £2,800,000.

During the year ended June 30, 1947, there were increases in production, compared with the previous year, of maize, grain sorghum, wine, peanuts, tobacco and cotton, but smaller production of rice, potatoes and sugar (from cane). Increases in the value of exports in 1947-48 compared with 1946-47 are expected in fresh apples and other fresh and dried fruits.

In general, because of favourable weather conditions in most agricultural areas and because of higher price levels, the incomes of primary producers in Australia were substantially greater in 1947 than in 1946. However, all rural industries are having difficulty in obtaining sufficient labour. Producers are also experiencing shortages of farm machinery, spare parts, galvanized iron, fencing wire, wire netting, cement and certain other farm supplies. Many of these shortages are due to industrial unrest.

Unlimited Shipments of Relief Supplies Permitted to Bizonal German Areas

Simplified procedure does not apply to Japan, Spain and dependencies—Recipients may be other than recognized welfare agencies—Shipments are restricted to items for the relief of human suffering and for the reorganization of German life.

FRANKFURT, February 18, 1948.—(FTS)—Unlimited shipments of relief supplies may now be made to Germany from countries other than Japan, Spain and her dependencies. The British and United States Governments have approved such shipments to persons other than recognized welfare agencies in their combined zones and to their respective sectors in Berlin. Joint Export-Import Agency branch offices are authorized to approve contracts for handling, packing and forwarding in Germany at legal ceiling prices with a conversion rate of thirty cents to the reichsmark.

Shipments may also be accepted in the other two zones, subject to existing restrictions on interzonal parcel post and to regulations which zone commanders may impose.

Shipments of relief supplies to Germany under the new procedure may be accomplished in three ways:

(1) A foreign donor may utilize the facilities of a firm licensed to negotiate with a firm in Germany, the German firm forwarding the package to the recipient;

(2) A foreign donor may order authorized gift packages from a firm in his country, which will forward the order to a firm in Germany having a stock pile of the relief packages, the latter, on receipt of the order, forwarding the package to the German recipient; and

(3) Bulk quantities of gift-type commodities may be shipped by foreign firms to the warehouse of a German firm for packing and forwarding to the recipient.

Shipments Restricted to Relief, Cultural and Educational Items

Shipments are restricted to non-perishable foods, clothing, footwear, household and garden supplies, certain pharmaceutical products, recreational, cultural and educational materials, and other items for the relief of human suffering and for the democratic reorganization of German life. Shipment of tobacco in any form, firearms, alcoholic beverages, narcotics or penicillin will not be permitted.

Shipments will not be subject to import, turnover or excise taxes, but they will be subject to inspection by German customs officials to ensure conformity with import regulations. Shipments which do not conform will be turned over to a recognized welfare agency.

Gift parcels up to 22 pounds are now accepted in international parcel post. Within the U.K./U.S. zones, parcels are accepted up to 20 kilograms for delivery, and up to seven kilograms for delivery to all sectors of Berlin and the French zone. No parcel post service exists between the U.K./U.S. zones and the Soviet zone.

Canadian Dairy Cattle Again Bought by Britain Despite Shortage of Dollars

Farmers favourably impressed by livestock previously imported, and secure permission for three hundred head to be purchased this summer—First shipment being made on July 1.

THREE hundred Canadian dairy cattle have been purchased for shipment to Great Britain this summer, the first consignment being scheduled to sail from Montreal on July 1 aboard the *S.S. Manchester Progress*, with the second leaving aboard the same ship on August 5. Arrangements for this purchase were made by the British-Canadian Holstein-Friesian Association of the United Kingdom, in co-operation with the British Treasury and Ministry of Agriculture, while assistance was rendered by the Canadian Trade Commissioner Service in Great Britain. It is expected that \$240,000 will be made available for the purchase of this purebred livestock.

Pedigree cattle already imported from Canada have created such a favourable impression in the United Kingdom that farmers have brought pressure to bear on their government authorities to permit the importation of additional livestock. The average production of these animals on first lactation is approximately 1,000 gallons, though complete information is not available. In any event, it is considerably in excess of the average for the British Friesian, which is about 700 gallons.

Many Foreign Firms Had Exhibits at Royal Netherlands Industries Fair

The Hague, May 4, 1948.—(FTS)—Nine Canadian firms were represented at the Royal Netherlands Industries Fair, held in Utrecht from April 6 to April 15. Of the 3,057 exhibitors, 54 per cent were from countries other than the Netherlands. Of these, 365 were from the United States, 311 from Great Britain, 204 from Belgium and Luxembourg, 200 from Switzerland, 191 from Czechoslovakia, 169 from France, 43 from Germany, while collective exhibits were provided by Belgium, Czechoslovakia, France, Mysore and Switzerland. Hungary, Sweden, the United Kingdom and Yugoslavia were represented semi-officially.

Machinery and industrial equipment led with 1,097 exhibits, followed by building materials with 239, office appliances with 217, textiles with 180 and electrical accessories with 152.

Many changes have taken place since the fair was inaugurated in 1917 in the grouping of exhibits. Technical products, such as machinery of all kinds, building and road-making materials, transport and the like, are to be found at a new site, while the agricultural section specializes in machinery of domestic and foreign manufacture, and is considered one of the most important in Western Europe.

Economic Conditions in Portugal Show Tendency to Deteriorate

Bulk importations of various commodities for sale at controlled prices encouraged by government in attempt to curb rapidly rising prices—Import restrictions introduced on wide range of consumer goods when it became evident that reserves of hard currency being rapidly depleted.

By L. S. Glass, Canadian Government Trade Commissioner

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

LISBON, April 6, 1948.—Viewing 1947 as a whole, there were but few bright spots in the general trade and economic conditions. Indeed, apart from a marked improvement in agricultural output with the abandonment or early promised abandonment of the greater part of ration controls and the decrease in the prices of certain basic foodstuffs (under government compulsion), the tendency has been to deteriorate rather than improve.

Prior to 1947 little had been done to curb the rapidly rising prices which at the end of 1946 had attained alarming proportions. Early in 1947, the Minister of Economy, in collaboration with the Minister of Finance, undertook measures intended to rectify the situation. It appeared obvious that the price increase was due to actual shortage of supplies and also to the activities of many, usually speculators, who illegally withheld supplies from reaching the market, hoping thus to force a rise in prices, or who deliberately sold through the very active black market at exorbitant prices. To counteract this shortage, and at the same time deal a blow to the speculators, bulk importations of various commodities were encouraged for sale at government controlled prices fixed on a cost plus basis. Included in these bulk purchases were such items as frozen meat, butter and potatoes. Likewise the import of other consumer goods, if not actually encouraged, was not in any way discouraged, as it was felt that it would be a deterrent to high profit taking prices and inflation.

Import Restrictions Introduced in Wide Range of Consumer Goods

Perhaps too it was thought that general European recovery would move faster than was actually the case. Before the end of the third quarter, it was obvious that the European situation was worse rather than better and that unrestricted importation would rapidly exhaust Portugal's reserves of hard currency, with no immediate prospects of replenishment. In November, therefore, import restrictions were introduced on a wide range of consumer goods.

The various measures taken by the government caused great uncertainty in commercial circles. During the first nine months of the year there were 28,312 bills protested, with a value of just over \$5,000,000. This compares most unfavourably with 1946 when, during the same period, the number was 18,768 and the value \$2,750,000. It is notable that the greater part of the increase in protests took place in the third quarter. The uncertainty has also had the effect of curtailing business in general, orders placed for goods having been cancelled. A general falling off in industrial activities is felt.

Reserves of Gold and Foreign Credits Suffered Considerable Depletion

Largely as a result of heavy imports in 1947, reserves of gold and foreign credits of the Bank of Portugal suffered a considerable depletion. On November 30, 1946, these reserves were valued at approximately \$754,000,000, which, by November 30, 1947, had decreased to \$641,000,000, a drop of \$113,000,000, or nearly 15 per cent.

The unfavourable visible trade balance for the period was \$161,400,000, which suggests a favourable invisible trade balance of \$46,400,000. Portugal's invisible income derives largely from remittances from abroad, income from foreign investments, and transportation services. Normally, remittances from Brazil alone amount to about \$15,000,000, but it is estimated today that no more than this is coming in from all sources. Returns from foreign investments attained about \$26,000,000 in 1946, while income from the carrying trade is not available. However, it would seem more probable that the returns from invisible trade will tend to decrease rather than increase. It must also be borne in mind that the visible trading figures, which show an adverse balance of over \$161 millions, do not include large commitments already made for future import and payment for goods. This is of particular importance when the contracts abroad for capital goods are taken into consideration. Under this consideration might be mentioned contracts already made by ship-owners for new ships to be made in the United Kingdom, Canada and the United States; purchases of new equipment for dock installations in Lisbon and Leixões; new rolling stock and motive power for the railways and equipment for the new hydro-electric installations, including high-tension distribution material. It is, therefore, not only the actual expenditures of foreign exchange in 1947, but also the contractual expenditures which will fall due over the succeeding two to four years which caused the Portuguese government to introduce strict exchange control.

Note Issue, although Smaller in Past Year, is Still Higher than Prewar

In 1939 the note issue of Portugal was 2,423,000 contos, or roughly \$96,920,000. The great increase both in value and volume of Portuguese exports during the war years necessitated an increase in the notes in circulation and by the end of November, 1944, the circulation figures were 7,374,000 contos or \$294,900,000. Exports in 1939 were valued at 1,339,000 contos or \$53,500,000 and by 1944 this value had reached 3,094,000 contos or \$123,700,000, nearly three times the value for 1939.

Portuguese exports continued to be on a much higher scale than 1939 and in 1946 the value was 4,375,000 contos or \$175 million. Exports in 1947 registered a considerable decrease—4,243,000 contos or \$169,700,000. This decrease in 1947 was accompanied by a decrease in note issue, which on November 26 stood at 8,383,000 contos or \$335,300,000, which was a decrease of \$2,500,000 from the preceding year.

FAO Ships Seed to Experiment Stations in Italy and Yugoslavia

FAO recently completed arrangements for shipping 115 pounds of seed potatoes to experiment stations in Italy and Yugoslavia and for distributing hybrid maize seed to 16 countries in Europe and Asia. Purchase of the seed was made possible through funds transferred from UNRRA to FAO. Sending the potato seed follows requests received from the Italian Ministry of Agriculture and the Yugoslav United Office of Seeds. These seed potatoes will enable experiment stations in those countries to conduct their first extensive tests of new varieties. (*FAO Bulletin.*)

Transfers in Trade Commissioner Service

J. L. Mutter Posted to Glasgow



J. L. Mutter

James Lindsay Mutter, who was Commercial Secretary for Canada in Santiago, Chile, since 1946, is returning home on tour, after which he will proceed to Glasgow, Scotland, as Canadian Government Trade Commissioner in that country.

Mr. Mutter was born in Edinburgh in November, 1905, coming to Canada eight years later. He was educated at Brantford and Hamilton Collegiate Institutes and secured from Queen's University, Kingston, a B.A. degree in 1927 and a B.Comm. degree in 1928. Joining the Canadian Trade Commissioner Service in 1929, Mr. Mutter was posted to Cape Town as Assistant Canadian Trade Commissioner, remaining there until 1935, when he was transferred to Johannesburg. He was posted to Singapore in 1939, and managed to escape from that city a few days prior to its capitulation to the Japanese in February, 1942. Following his return to Canada in July, Mr. Mutter was posted to Havana, Cuba, as Commercial Secretary for Canada, and four years later was appointed to Santiago in the same capacity. He will be succeeded by Mr. E. H. Maguire, as Acting Commercial Secretary.

E. H. Maguire Named Acting Commercial Secretary

Edward Henry Maguire, Assistant Commercial Secretary for Canada in Santiago, Chile, for the past year, has been appointed Acting Commercial Secretary for Canada, following the transfer of Mr. J. L. Mutter to Glasgow.

Born in Vancouver in March, 1914, Mr. Maguire received his early education in that city and graduated in 1937 from the University of British Columbia, from which he received a B.A. degree. He served with the Royal Navy and Royal Canadian Navy from 1940 to 1945, when he joined the Canadian Trade Commissioner Service. His first post was Buenos Aires, to which he proceeded in December, 1945.



E. H. Maguire

B. I. Rankin Transferred to Shanghai

B. I. Rankin, formerly Assistant Commercial Secretary in Sydney, Australia, has been transferred to Shanghai, as Assistant Commercial Secretary for Canada.

W. E. Jolliffe Arrives in Hong Kong

W. E. Jolliffe, formerly Assistant Commercial Secretary at Shanghai, has arrived in Hong Kong to assume his duties there as Assistant Canadian Government Trade Commissioner.



T. G. Major



J. P. C. Gauthier

T. G. Major Returns from Port of Spain

T. Grant Major, Canadian Government Trade Commissioner in Port of Spain, Trinidad, has returned to Canada on tour. During his absence, A. W. Evans will be Acting Canadian Government Trade Commissioner.

J. P. C. Gauthier Posted to Paris

J. P. C. Gauthier, formerly Assistant Commercial Secretary in London, has been appointed Assistant Commercial Secretary for Canada in Paris.

M. R. M. Dale Arrives in Sydney, Australia

M. R. M. Dale, formerly Assistant Commercial Secretary in Wellington, New Zealand, has arrived in Sydney, Australia, to assume his duties there as Assistant Commercial Secretary for Canada.

Wide Powers Granted to Mexican Secretariat of Economy

Mexico City, April 29, 1948.—(FTS)—Wide powers in the matter of import and export regulations have been given the Mexican Secretariat of National Economy under a presidential decree published today. The secretariat is authorized to include in or exclude from all present restrictions on imports or exports those classes of merchandise which, in its judgment, should or should not be included in such restrictions. In those cases where inclusion or exclusion of specific merchandise would cause a loss of fiscal income, the Secretariat of National Economy must previously obtain the agreement of the Secretariat of Finance. Decisions made by Secretariat of National Economy in this respect become effective upon their publication in the *Diario Oficial*.

“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.

Trade and Tariff Regulations

Angola Revising Foreign Exchange Policy

Luanda, Angola, April 30, 1948—(FTS).—Canadian exporters are advised not to make shipments to Angola for the time being, unless an irrevocable letter of credit has been established and confirmed in Canada or the United States in American dollars.

Portugal has recently extended its foreign control policy to its colonies, including Angola. Each colony is expected to issue a decree and to set up machinery for implementing this decision. Pending such action by the authorities in Angola, all applications for foreign exchange are being referred by the Banco de Angola to Lisbon. While few applications appear to have been formally denied, no positive action has been taken with regard to the majority including dollar exchange. This applies even to the payment of outstanding drafts which have already been honoured by the consignee by payment in Angolares to the local bank.

(Editor's Note—Mr. L. H. Ausman, Canadian Trade Commissioner in Leopoldville, has recently undertaken a tour of Angola, during which he has discussed the development of Canadian trade with that territory).

Colombia Requires Licences for Air Express Shipments

Bogotá, April 29, 1948.—(FTS)—Despatch to Colombia of air express parcels valued at under 50 pesos (about \$28.50) which are not covered by an import permit was prohibited, effective May 1, by a decree issued by the Colombian Government. Exception is made for repair parts for agricultural and industrial machinery and vehicles, penicillin, animal serum, insulin, medical and surgical equipment, books, magazines and newspapers.

Guatemalan Shipping Documents Must be Legalized in Canada

Confirmation has now been received from Ernesto A. Morales, Consul General of Guatemala in Montreal, of information reaching the Department of Trade and Commerce earlier from the Guatemalan Consul in New York to the effect that documents covering merchandise originating in Canada and shipped through ports outside of Canada must be legalized by either the Consulate General of Guatemala in Montreal, or the Guatemalan Consulate in Vancouver. This means that the practice, formerly permissible, of having documents covering shipments of Canadian goods to Guatemala legalized in New York or other ports outside of Canada is hereafter to be discontinued.

Singapore and Federation of Malaya Establish Policy for Canadian Imports

Singapore, April 21, 1948.—(FTS)—As a basis for the issue of licences during the current year, the Governments of Singapore and Federation of Malaya have agreed that imports from Canada will be permitted up to the volume of prewar exports from Canada. The prewar trade is to be based on Canadian export statistics for 1938, plus an additional 10 per cent to cover unrecorded transshipments. In cases where the statistics do not show quantities, the quota will be double the prewar aggregate value. One-third of the total quota is for use by the Federation of Malaya and two-thirds by Singapore. Import licences based on these respective proportions are being issued at the present time for the first six months of

Trade and Tariff Regulations—Con.

1948 and the firms concerned are being asked to apply for their quota for the second half of the year by the middle of June, when they are expected to be automatically available.

Apart from the issue of licences for those Canadian products which were imported into this territory in 1938, additional licences may also be issued for a number of commodities which are regarded as essential, without reference to 1938 trade figures. Among these are motor vehicles, news-print paper, iron and steel products, lumber and machinery.

It is understood that the future of this policy will depend on the exchange situation and no guarantee can be given that the present policy will remain in force.

Canadian Sales Tax not included in United States Dutiable Values

The Acting Commissioner of Customs at Washington has confirmed a new ruling that the Canadian sales tax is not an element in arriving at foreign value for United States Customs purposes. Briefly stated, the value for duty of imported merchandise under Section 402 of the United States Tariff Act of 1930 is the price at which such or similar goods are freely offered for sale to all purchasers in the principal markets of the country of exportation in usual wholesale quantities in the ordinary course of trade, either for home consumption (i.e., foreign value) or for export to the United States (i.e., export value) whichever is the higher. In case neither the "foreign value" nor "export value" can be determined, then the United States value or cost of production is used.

The effect of the new ruling is that the eight per cent sales tax will no longer be added to arrive at "foreign value" or the freely offered price in Canada.

A previous ruling of the Treasury Department (*Foreign Trade* of January 31, 1948) that the Canadian excise tax imposed on November 18, 1947, is part of the freely offered price in Canada, even though not collected on goods exported, is not affected by the new ruling. The excise tax therefore continues to form part of the dutiable value of goods to which it applies.

King and Queen Impressed by Canadian Exhibit

London, May 4, 1948.—(FTS)—Their Majesties the King and Queen, Queen Mary, Princess Margaret, the Princess Royal and the Duchess of Kent today visited the Canadian exhibit at the British Industries Fair, and were received by A. E. Bryan, Commercial Counsellor for Canada in London. The King and Queen expressed much interest in the display, and the latter pressed the electric buttons that illuminated the various producing areas on a large map of Canada.

The attendance yesterday, when the fair was opened, included 2,771 buyers from overseas, which was only fifty fewer than the highest figure on record. Buyers came from countries in the British Commonwealth and Empire, Sweden, Eire, Belgium, the Netherlands, Denmark, Norway, France and the United States. Egypt, Iran, Iraq, Palestine and Switzerland were also represented.

In opening the British Industries Fair yesterday, His Royal Highness the Duke of Gloucester pointed out that countries of the British Commonwealth and Empire were represented by twenty stands, and that India, Pakistan, Ceylon and Malta were welcomed as old exhibitors but in a new relationship to the Commonwealth.



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
Aden—			
Port Aden.....	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Africa-East—			
Lourenço Marques...	May 12-24	<i>Indore</i>	Elder Dempster
Lourenço Marques...	May 19-22	<i>Hants County</i>	March Shipping
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 17-21	<i>Westminster County</i>	March 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>Thorshall</i>	Kerr Steamships
Beira.....	May 12-24	<i>Indore</i>	Elder Dempster
Beira.....	June 26-July 9	<i>New Texas</i>	Elder Dempster
Mombasa.....	June	<i>Thorscape</i>	Kerr Steamships
Mombasa.....	July	<i>Thorshall</i>	Kerr Steamships
	(May 12-24	<i>Indore</i>	Elder Dempster
	May 19-22	<i>Hants County</i>	March Shipping
Africa-South—	May 26-June 8	<i>Chandler</i>	Elder Dempster
Cape Town.....	June 11-23	<i>Cambray</i>	Elder Dempster
Port Elizabeth.....	June 17-27	<i>Westminster County</i>	March Shipping
East London.....	June 26—July 9	<i>New Texas</i>	Elder Dempster
Durban.....	June	<i>Thorscape</i>	Kerr Steamships
	June 12-24	<i>Fantee</i>	Elder Dempster
	July 17-21	<i>Halifax County</i>	March Shipping
	July	<i>Thorshall</i>	Kerr Steamships
Argentina—			
Buenos Aires.....	May 20-24	<i>Bowmonte</i>	Cunard Donaldson
Buenos Aires.....	May 24-26	<i>Mormacaea</i>	Montreal Shipping
Buenos Aires.....	June 14-18	<i>Beacon Grange</i>	Furness Withy
Buenos Aires.....	June 21-25	<i>Bowhill</i>	Cunard Donaldson
Buenos Aires.....	June 23	<i>Mormacstar</i>	Montreal Shipping
Australia—			
Brisbane.....	May 31-June 5	<i>Tongariro</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgian Congo— Matadi.....	May 19-22	<i>Hants County</i>	March Shipping
Belgium—			
Antwerp.....	May 13-19	<i>Krageholm</i>	Swedish American
Antwerp.....	May 17-23	<i>Marchport</i>	Montreal Shipping
Antwerp.....	May 20	<i>Prins Frederik Hendrik</i>	Shipping Limited
Antwerp.....	May 26	<i>Johann Willem Friso</i>	Shipping Limited
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>Mont Alta</i>	Montreal Shipping
Antwerp.....	June 7	<i>Prins Willem Van</i> <i>Oranje</i>	Shipping Limited
Antwerp.....	June 9-15	<i>Sein</i>	Furness Withy
Antwerp.....	June 12	<i>Hedel</i>	Shipping Limited
Antwerp.....	June 12-17	<i>Hada County</i>	Canada Steamships
Antwerp.....	June 14-21	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	June 15	<i>Svansefjell</i>	Brock Shipping
Antwerp.....	June 17-22	<i>Tunaholm</i>	Swedish American
Antwerp.....	June 15	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	June 21-28	<i>Mont Sandra</i>	Montreal Shipping
Antwerp.....	Early July	<i>Beaconsfield</i>	Cunard Donaldson
Antwerp.....	July 3	<i>Brant County</i>	Canada Steamships
Antwerp.....	July 5	<i>Prins Maurits</i>	Shipping Limited
Brazil—			
Rio de Janeiro.....	May 24-26	<i>Mormacsea</i>	Montreal Shipping
Santos.....	June 14-18	<i>Beacon Grange</i>	Furness Withy
	June 23	<i>Mormacstar</i>	Montreal Shipping
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 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 15-25	<i>A Ship</i>	March Shipping
Colombo.....	June 20	<i>Derwenthall</i>	McLean Kennedy
China—			
Shanghai.....	May 15-25	<i>Bayside</i>	March Shipping
Shanghai.....	June 1-10	<i>A Ship</i>	March 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.....	June 1-2	<i>Polykarp</i>	Swedish American
Barranquilla.....	June 3-8	<i>Wentworth Park</i>	Saguenay Terminals
Barranquilla.....	June 11-16	<i>Benny (r)</i>	Saguenay Terminals
Barranquilla.....	July 1-2	<i>Laholm</i>	Swedish American
Barranquilla.....	July 1-5	<i>Shakespeare Park</i>	Saguenay Terminals
Denmark—			
Copenhagen.....	May 13-19	<i>Krageholm</i>	Swedish American
Copenhagen.....	June 17-22	<i>Tunaholm</i>	Swedish American
Copenhagen.....	June 26-27	<i>Polycrest</i>	Swedish American
Dominican Republic—			
Ciudad Trujillo.....	June 3-8	<i>Wentworth Park</i>	Saguenay Terminals
Ciudad Trujillo.....	July 1-5	<i>Shakespeare Park</i>	Saguenay Terminals
Eire—			
Dublin.....	May 20	<i>Torr Head</i>	McLean Kennedy
Dublin.....	May 31	<i>Irish Ash</i>	Shipping Limited
Cork.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Egypt—			
Alexandria.....	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Port Said.....			
Suez.....			
Alexandria.....	May 20-25	<i>Catrine</i>	McLean Kennedy
Port Said.....			
Alexandria.....	June 15-25	<i>A Ship</i>	March Shipping
Finland—			
Helsinki.....	May 13-19	<i>Krageholm</i>	Swedish American
Helsinki.....	June 17-22	<i>Tunaholm</i>	Swedish American
Helsinki.....	June 26-27	<i>Polycrest</i>	Swedish American
France—			
Le Havre.....	May 13-19	<i>Krageholm</i>	Swedish American
Le Havre.....	May 17-23	<i>Marchport</i>	Montreal Shipping
Le Havre.....	May 29-June 5	<i>Grey County</i>	Canada Steamships
Le Havre.....	June 5	<i>Mont Alta</i>	Montreal Shipping
Le Havre.....	June 9-15	<i>Sein</i>	Furness Withy
Le Havre.....	June 12-17	<i>Hada County</i>	Canada Steamships
Le Havre.....	June 14-21	<i>Mont Sorrel</i>	Montreal Shipping
Le Havre.....	June 17-22	<i>Tunaholm</i>	Swedish American
Le Havre.....	June 21-28	<i>Mont Sandra</i>	Montreal Shipping
Le Havre.....	July 3	<i>Brant County</i>	Canada Steamships
Germany			
Hamburg.....	May 13-19	<i>Krageholm</i>	Swedish American
Hamburg.....	May 17-23	<i>Marchport</i>	Montreal Shipping
Hamburg.....	Early June	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	June 5	<i>Mont Alta</i>	Montreal Shipping
Hamburg.....	June 14-21	<i>Mont Sorrel</i>	Montreal Shipping
Hamburg.....	June 17-22	<i>Tunaholm</i>	Swedish American
Hamburg.....	June 21-28	<i>Mont Sandra</i>	Montreal Shipping
Hamburg.....	Early July	<i>Beaconsfield</i>	Cunard Donaldson
Gibraltar	May 23-31	<i>Italo Marsano</i>	Montreal Shipping
	June 14-21	<i>Mont Rolland</i>	Montreal Shipping
	June 20-27	<i>Liguria</i>	Montreal Shipping
Greece—			
Piraeus.....	May 23-31	<i>Italo Marsano</i>	Montreal Shipping
Haiti—			
Port au Prince.....	June 3-8	<i>Wentworth Park</i>	Saguenay Terminals
Port au Prince.....	July 1-5	<i>Shakespeare Park</i>	Saguenay Terminals
Hong Kong	May 15-25	<i>Bayside</i>	March Shipping
	June 1-10	<i>A Ship</i>	March Shipping
	June 5-9	<i>City of Khartoum</i>	McLean Kennedy
	June 12-16	<i>Menestheus</i>	Cunard Donaldson
India—			
Karachi.....	May 15-25	<i>Bayside</i>	March Shipping
Bombay.....	May 20-25	<i>Catrine</i>	McLean Kennedy
Madras.....	June 5	<i>Merchant Prince</i>	McLean Kennedy
Calcutta.....	June 15-25	<i>A Ship</i>	March Shipping
	June 20	<i>Derwenthall</i>	McLean Kennedy
Italy—			
West Coast Ports...	June 14-21	<i>Mont Rolland</i>	Montreal Shipping
Naples.....	May 23-31	<i>Italo Marsano</i>	Montreal Shipping
Genoa.....			
	June 20-27	<i>Liguria</i>	Montreal Shipping
Malaya—			
Penang.....	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
Port Swettenham..	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Mediterranean—			
Central and Western.....	May 20-28	<i>Italo Marsano</i>	Montreal Shipping

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent	
Mexico—				
Veracruz.....	May 24	<i>Federal Pioneer</i>	McLean Kennedy	
Veracruz.....	June 21	<i>Salen</i>	Federal Commerce	
	(May 17-23	<i>Marchport</i>	Montreal Shipping	
	May 20	<i>Prins Frederik Hendrik</i>	Shipping Limited	
	May 26	<i>Johann Willem Friso</i>	Shipping Limited	
	June 5	<i>Mont Alla</i>	Montreal Shipping	
	June 7	<i>Prins Willem Van Oranje</i>	Shipping Limited	
Netherlands—				
Amsterdam.....	} Early June	<i>Beckenham</i>	Cunard Donaldson	
Rotterdam.....		<i>Hedel</i>	Shipping Limited	
		June 12	<i>Mont Sorrel</i>	Montreal Shipping
		June 14-21	<i>Prins Willem IV</i>	Shipping Limited
		June 15	<i>Mont Sandra</i>	Montreal Shipping
		June 21-28	<i>Prins Maurits</i>	Shipping Limited
	July 5			
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 15	<i>Svanesfjell</i>	Brock Shipping	
Rotterdam.....	June 17	<i>Hada County</i>	Canada Steamships	
Rotterdam.....	June 17-22	<i>Tunaholm</i>	Swedish American	
Rotterdam.....	Early July	<i>Beaconsfield</i>	Cunard Donaldson	
Rotterdam.....	July 3	<i>Brant County</i>	Canada Steamships	
Netherlands East Indies—				
Batavia.....	} May 27-June 2	<i>Agapenor</i>	Cunard Donaldson	
Cheribon.....				
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 21	<i>North Pioneer</i>	Clarke Steamships	
St. John's.....	May 22-25	<i>Wellington Kent</i>	Newfoundland Canada	
St. John's.....	May 26-29	<i>Blue Peter II (r)</i>	Montreal Shipping	
St. John's.....	May 31	<i>Empire Gangway</i>	Clarke Steamships	
St. John's.....	June 9	<i>Wellington Kent</i>	Newfoundland Canada	
St. John's.....	June 10-13	<i>Blue Peter II (r)</i>	Montreal Shipping	
Corner Brook.....	May 22	<i>Gulfport</i>	Clarke Steamships	
Corner Brook.....	May 31	<i>Empire Gangway</i>	Clarke Steamships	
New Zealand—				
Auckland.....	} May 24-31	<i>Port Halifax</i>	Montreal Australia New Zealand Line	
Wellington.....				
Lyttelton.....				
Dunedin.....				
Northern Ireland—				
Belfast.....	June 1	<i>Lord Glentoran</i>	McLean Kennedy	
	(May 13-19	<i>Krageholm</i>	Swedish American	
Norway—	June 1-4	<i>Ranensfjord</i>	March Shipping	
Oslo.....	June 5	<i>Ornesfjell</i>	Brock Shipping	
Kristiansand.....	June 15-20	<i>Norefjord</i>	March Shipping	
Stavanger.....	June 17-22	<i>Tunaholm</i>	Swedish American	
Bergen.....	June 20-23	<i>Lyngensfjord</i>	March Shipping	
	June 25	<i>Carmelfjell</i>	Brock Shipping	
	June 26-27	<i>Polycrest</i>	Swedish American	
Philippines—				
Manila.....	June 5-9	<i>City of Khartoum</i>	McLean Kennedy	
Manila.....	June 12-16	<i>Menestheus</i>	Cunard Donaldson	

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Poland—			
Gdansk.....	May 13-19	<i>Krageholm</i>	Swedish American
Gdansk.....	June 17-22	<i>Tunaholm</i>	Swedish American
Gdansk.....	June 26-27	<i>Polycrest</i>	Swedish American
Portugal—			
Lisbon.....	May 23-31	<i>Italo Marsano</i>	Montreal Shipping
Lisbon.....	June 14-21	<i>Mont Rolland</i>	Montreal Shipping
Lisbon.....	June 20-27	<i>Liguria</i>	Montreal Shipping
Singapore.....			
	(May 15-25	<i>Bayside</i>	Montreal Shipping
	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
	(June 15-25	<i>A Ship</i>	March Shipping
Sweden—			
Gothenburg.....	May 13-19	<i>Krageholm</i>	Swedish American
Malmö.....	June 4	<i>Signeborg</i>	Montreal Shipping
Norrköping.....	June 17-22	<i>Tunaholm</i>	Swedish American
Stockholm.....	June 26-27	<i>Polycrest</i>	Swedish American
	June 28	<i>Ragneborg</i>	Montreal Shipping
United Kingdom—			
Avonmouth.....	May 27-June 3	<i>Norwegian</i>	Cunard Donaldson
Avonmouth.....	June 17-20	<i>Dorelian (r)</i>	Cunard Donaldson
Avonmouth.....	June 24-July 2	<i>Moveria (r)</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
Glasgow.....	June 16-23	<i>Salacia (r)</i>	Cunard Donaldson
Glasgow.....	June 30-July 8	<i>Delilian (r)</i>	Cunard Donaldson
Hull.....	June 7	<i>Marengo (r)</i>	McLean Kennedy
Leith.....	May 24-28	<i>Cairnvalona</i>	Furness Withy
Liverpool.....	May 9-17	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	May 14-19	<i>Ascania (r)</i>	Cunard Donaldson
Liverpool.....	May 16-21	<i>Empress of Canada (r)</i>	Canadian Pacific
Liverpool.....	May 20	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	May 21-28	<i>Arabia (r)</i>	Cunard Donaldson
Liverpool.....	June 1	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	June 13-16	<i>Ascania (r)</i>	Cunard Donaldson
Liverpool.....	June 28-July 1	<i>Arabia (r)</i>	Cunard Donaldson
London.....	May 11-17	<i>Beavercove (r)</i>	Canadian Pacific
London.....	May 24-29	<i>Vandalia</i>	Cunard Donaldson
London.....	May 25-31	<i>Beaver Glen (r)</i>	Canadian Pacific
London.....	June 1-7	<i>Hillcrest Park</i>	Cunard Donaldson
London.....	June 17-24	<i>Asia (r)</i>	Cunard Donaldson
Manchester.....	May 19-22	<i>Manchester Trader (r)</i>	Furness Withy
Manchester.....	May 26-29	<i>Manchester Port (r)</i>	Furness Withy
Manchester.....	June 2-5	<i>Manchester Shipper (r)</i>	Furness Withy
Newcastle.....	May 24-28	<i>Cairnvalona</i>	Furness Withy
Uruguay—			
Montevideo.....	May 20-24	<i>Bowmonte</i>	Cunard Donaldson
Montevideo.....	May 24-26	<i>Mormacsea</i>	Montreal Shipping
Montevideo.....	June 14-18	<i>Beacon Grange</i>	Furness Withy
Montevideo.....	June 21-25	<i>Bowhill</i>	Cunard Donaldson
Montevideo.....	June 23	<i>Mormacstar</i>	Montreal Shipping
Venezuela—			
La Guaira.....	May 15-20	<i>Apollo (r)</i>	Saguenay Terminals
Maracaibo.....	June 11-16	<i>Benny (r)</i>	Saguenay Terminals
La Guaira.....	(June 1-2	<i>Polykarp</i>	Swedish American
Puerto Cabello.....	June 3-8	<i>Wentworth Park</i>	Saguenay Terminals
	July 1-2	<i>Laholm</i>	Swedish American
	July 1-5	<i>Shakespeare Park</i>	Saguenay Terminals

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—	May 11-20	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	May 22	<i>Canadian Cruiser</i> (r)	Canadian National
	May 25-June 3	* <i>Alcoa Pennant</i> (r)	Alcoa Steamships
	June 1-8	<i>Canadian Challenger</i> (r)	Canadian National
	June 8-17	* <i>A Ship</i>	Alcoa Steamships
	June 22-July 1	* <i>A Ship</i>	Alcoa Steamships
Antigua.....	May 11-20	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	May 22	<i>Canadian Cruiser</i> (r.)	Canadian National
Grenada.....	May 25-June 3	* <i>Alcoa Pennant</i> (r)	Alcoa Steamships
St. Kitts.....	June 1-8	<i>Canadian Challenger</i> (r)	Canadian National
St. Lucia.....	June 8-17	* <i>A Ship</i>	Alcoa Steamships
St. Vincent.....	June 22-July 1	* <i>A Ship</i>	Alcoa Steamships
Trinidad.....			
Dominica.....	May 22	<i>Canadian Cruiser</i> (r)	Canadian National
Montserrat.....	June 1-8	<i>Canadian Challenger</i> (r)	Canadian National
Bahamas.....	May 15-21	* <i>Canadian Leader</i>	Canadian National
Jamaica.....	May 27-31	* <i>Canadian Conqueror</i>	Canadian National
	June 1-8	<i>Canadian Challenger</i> (r)	Canadian National
British Guiana.....	May 11-20	* <i>Alcoa Pegasus</i>	Alcoa Steamships
	May 22	<i>Canadian Cruiser</i> (r)	Canadian National
	May 25-June 3	* <i>Alcoa Pennant</i> (r)	Alcoa Steamships
	June 1-8	<i>Canadian Challenger</i> (r)	Canadian National
	June 8-17	* <i>A Ship</i>	Alcoa Steamships
	June 22-July 1	* <i>A Ship</i>	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 25-28	<i>Dufferin Bell</i>	Pickford and Black
Newfoundland—			
St. John's.....	May 18-22	<i>Nova Scotia</i>	Furness Withy
St. John's.....	May 21-23	<i>Mary Sweeney</i>	Furness Withy
St. John's.....	May 21-24	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	May 27	<i>Atlantic Charter</i>	Montreal Shipping
St. John's.....	May 28-31	<i>Fort Amherst</i>	Furness Withy
St. John's.....	June 1-3	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	June 1-5	<i>Newfoundland</i>	Furness Withy
St. John's.....	June 8	<i>Atlantic Charter</i>	Montreal Shipping
St. Pierre et Miquelon	May 21-24	<i>Mayhaven</i>	Shaw Steamships
	May 27	<i>Atlantic Charter</i>	Montreal Shipping
	June 8	<i>Atlantic Charter</i>	Montreal Shipping
United Kingdom—			
London.....	May 16-22	<i>Mahronda</i> (r)	Cunard Donaldson
Liverpool.....	May 18-22	<i>Nova Scotia</i>	Furness Withy
Liverpool.....	June 1-5 *	<i>Newfoundland</i>	Furness Withy
Southampton.....	June 3	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	June 24	<i>Aquitania</i>	Cunard Donaldson
West Indies—			
Bermuda.....	May 18-21	<i>Fort Townshend</i>	Furness Withy
	May 20-28	* <i>Lady Nelson</i> (r)	Canadian National
	May 25-28	<i>Dufferin Bell</i>	Pickford and Black
	June 1-7	* <i>Lady Rodney</i> (r)	Canadian National
	June 4-7	<i>Fort Amherst</i>	Furness Withy

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Antigua.....	May 20-28 June 1-7	* <i>Lady Nelson</i> (r) * <i>Lady Rodney</i> (r)	Canadian National Canadian National
Barbados.....			
Grenada.....			
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....			
Dominica.....	May 20-28	* <i>Lady Nelson</i> (r)	Canadian National
Montserrat.....	June 1-7	* <i>Lady Rodney</i> (r)	Canadian National
Jamaica.....	May 18-21	<i>Fort Townshend</i>	Furness Withy
British Guiana.....	May 20-28	* <i>Lady Nelson</i> (r)	Canadian National
	June 1-7	* <i>Lady Rodney</i> (r)	Canadian National

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Colombia—			
Barranquilla.....	June 14-15	<i>Wentworth Park</i>	Saguenay Terminals
Barranquilla.....	July 11-12	<i>Shakespeare Park</i>	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo.....	June 14-15	<i>Wentworth Park</i>	Saguenay Terminals
Ciudad Trujillo.....	July 11-12	<i>Shakespeare Park</i>	Saguenay Terminals
Haiti—			
Port au Prince.....	June 14-15	<i>Wentworth Park</i>	Saguenay Terminals
Port au Prince.....	July 11-12	<i>Shakespeare Park</i>	Saguenay Terminals
Mexico—			
Veracruz.....	May 24	<i>Sea Trader</i>	McLean Kennedy
Venezuela—			
La Guaira.....	June 14-15	<i>Wentworth Park</i>	Saguenay Terminals
Maracaibo.....	July 11-12	<i>Shakespeare 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.....	June 1	<i>Utrecht</i>	Dingwall Cotts
Beira.....	July	<i>Silverwalnut</i> (r)	Dingwall Cotts
Africa-South—			
Cape Town.....	June 1	<i>Utrecht</i>	Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Australia—			
Melbourne.....	May 29	<i>Waihemo</i>	Canadian Australasian
Sydney.....			

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Australia—Con.			
Hobart.....	June 4	Waikawa	Canadian Australasian
Sydney.....			
Melbourne.....			
Newcastle.....	June	Mangarella	Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Sydney.....	July	Nimbus	Empire Shipping
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	May 26	Golden Gate (r)	Gardner Johnson
Antwerp.....	May 27	Port en Bessin	Empire Shipping
Antwerp.....	June	Rouen	Empire Shipping
Antwerp.....	June 18	Argentina	Gardner Johnson
Antwerp.....	June 30	Panama	Gardner Johnson
Canal Zone—			
Balboa.....	May 19	Don Anselmo	Empire Shipping
Balboa.....	June 1	Glimmaren	Empire Shipping
Balboa.....	June 12	Santa Juana	Gardner Johnson
Balboa.....	June 30	Santa Flavia	Gardner Johnson
Balboa.....	June 1	Coastal Adventurer (r)	Gardner Johnson
Cristobal.....				June 15	Coastal Nomad	Gardner Johnson
Ceylon—			
Colombo.....	June 10	Höegh Silverlight (r)	Dingwall Cotts
Colombo.....	June 18	Lawak	Dingwall Cotts
Chile—			
Arica.....	June 12	Santa Juana	Gardner Johnson
Antofagasta.....			
Valparaiso.....	June 30	Santa Flavia	Gardner Johnson
China—			
Shanghai.....	May 19	Washington Mail (r)	American Mail Line
Shanghai.....	May 27	India Mail	American Mail Line
Shanghai.....	May 22	Vingnes	Empire Shipping
Taku Bar.....				June 24	Vito	Empire Shipping
Colombia—			
Buenaventura.....	June 12	Santa Juana	Gardner Johnson
Buenaventura.....	June 30	Santa Flavia	Gardner Johnson
Buenaventura.....	May 19	Don Anselmo	Empire Shipping
Barranquilla.....				June 1	Glimmaren	Empire Shipping
Barranquilla.....	July 12	Don Aurelio	Empire Shipping
Costa Rica—			
Puntarenas.....	June 1	Coastal Adventurer	Gardner Johnson
Puntarenas.....	June 15	Coastal Nomad	Gardner Johnson
Ecuador—			
Guayaquil.....	June 12	Santa Juana	Gardner Johnson
Guayaquil.....	June 30	Santa Flavia	Gardner Johnson
Finland—			
Helsinki.....	May 26	Golden Gate	Gardner Johnson
Helsinki.....	June 18	Argentina	Gardner Johnson
Helsinki.....	June 30	Panama	Gardner Johnson
France—			
Le Havre.....	May 27	Port en Bessin	Empire Shipping
Dunkirk.....			
Le Havre.....	June	Rouen	Empire Shipping
Greece—			
Salonica.....	May 30	Aristotelis	Empire Shipping

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Guatemala—			
San Jose.....	May 19	<i>Don Anselmo</i>	Empire Shipping
San Jose.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Honduras—			
Amapala.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Amapala.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
	May	<i>A Ship</i>	Gardner Johnson
	May 19	<i>Washington Mail</i> (r)	American Mail Line
	May 22	<i>Vingnes</i>	Empire Shipping
Hong Kong.....	June	<i>A Ship</i>	Gardner Johnson
	June 14	<i>Roseville</i>	Balfour Guthrie
	June 24	<i>Vito</i>	Empire Shipping
India and Pakistan—			
Bombay.....	June 10	<i>Høegh Silverlight</i> (r)	Dingwall Cotts
Karachi.....			
Bombay.....	June 18	<i>Lawak</i>	Dingwall Cotts
Calcutta.....			
Madras.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
Calcutta.....			
Italy—			
Genoa.....	May 22	<i>Aristotelis</i>	Empire Shipping
Naples.....			
Japan—			
Yokohama.....	May 19	<i>Washington Mail</i> (r)	American Mail Line
Yokohama.....	May 27	<i>India Mail</i>	American Mail Line
Malaya—			
Penang.....	June 14	<i>Roseville</i>	Balfour Guthrie
Port Swettenham..			
Mexico—			
Acapulco.....	June 1	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Manzanillo.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
Netherlands—			
Rotterdam.....	May 27	<i>Port en Bessin</i>	Empire Shipping
Amsterdam.....	June	<i>Rouen</i>	Empire Shipping
Netherlands East Indies—			
Batavia.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
Soerabaya.....	June 10	<i>Høegh Silverlight</i>	Dingwall Cotts
	June 14	<i>Roseville</i>	Balfour Guthrie
New Zealand—			
Auckland.....	May 20	<i>Wairuna</i>	Canadian Australasian
Wellington.....	June 2	<i>Waihemo</i>	Canadian Australasian
Nicaragua—			
Corinto.....	June 1	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Corinto.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
Peru—			
Callao.....	June 12	<i>Santa Juana</i>	Gardner Johnson
Talara.....			
Ilo.....			
Lobitos.....			
Mollendo.....	June 30	<i>Santa Flavia</i>	Gardner Johnson
Philippines—			
Manila.....	May 27	<i>India Mail</i>	American Mail Line
Iloilo.....	June 10	<i>Høegh Silverlight</i> (r)	Dingwall Cotts
Cebu.....	June 14	<i>Roseville</i>	Balfour Guthrie
Manila.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
Iloilo.....			

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines—Con.			
Manila.....	May	<i>A Ship</i>	Gardner Johnson
Manila.....	May 24	<i>Vingnes</i>	Empire Shipping
Manila.....	June	<i>A Ship</i>	Gardner Johnson
Manila.....	June 24	<i>Vito</i>	Empire Shipping
Manila.....	June 18	<i>Lawak</i>	Dingwall Cotts
Cebu.....			
Salvador—			
La Union.....	May 19	<i>Don Anselmo</i>	Empire Shipping
La Libertad.....			
La Union.....	June 1	<i>Coastal Adventurer (r)</i>	Gardner Johnson
La Libertad.....			
San Salvador.....			
San Salvador.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
Singapore.....			
	June 14	<i>Roseville</i>	Balfour Guthrie
	June 18	<i>Lawak</i>	Dingwall Cotts
Society Islands—			
Papeete.....	May 20	<i>Wairuna</i>	Canadian Australasian
Papeete.....	June 4	<i>Waihemo</i>	Canadian Australasian
Sweden—			
Gothenburg.....	May 26	<i>Golden Gate (r)</i>	Gardner Johnson
Helsingborg.....			
Malmö.....			
Stockholm.....			
Stockholm.....	June 18	<i>Argentina</i>	Gardner Johnson
Stockholm.....	June 30	<i>Panama</i>	Gardner Johnson
Tonga—			
Nukualofa.....	June 4	<i>Waihemo</i>	Canadian Australasian
United Kingdom—			
Liverpool.....	Late May	<i>Pacific Importer</i>	Furness Withy
Manchester.....	Late June	<i>Pacific Shipper</i>	Furness Withy
Manchester.....	Late July	<i>Pacific Enterprise</i>	Furness Withy
London.....	May	<i>Corrientes</i>	Balfour Guthrie
London.....	May 26	<i>Golden Gate (r)</i>	Gardner Johnson
London.....	June	<i>Parthenia</i>	Balfour Guthrie
London.....	June 18	<i>Argentina</i>	Gardner Johnson
London.....	June 30	<i>Panama</i>	Gardner Johnson
Venezuela—			
Puerto Cabello.....	May 21	<i>Don Anselmo</i>	Empire Shipping
Maracaibo.....	June 1	<i>Glimmaren</i>	Empire Shipping
La Guaira.....	July 12	<i>Don Aurelio</i>	Empire Shipping

Overseas Food Corporation and Queensland Agree on Cultivation Scheme

London, March 24, 1948.—(FTS)—The Overseas Food Corporation and the Queensland Government have now agreed on a scheme for the cultivation of some 300,000 acres of grassland for coarse grains and, later, probably sunflowers, the oil from which would be used in manufacturing margarine. In the first years of the scheme, the larger part of the crop would be shipped to this country, but the use of the crop would be decided from year to year in the light of commercial and other considerations.

FAO Mission in Venezuela Investigating Vegetable Oil Resources

The FAO Mission to Venezuela, which entered that country in January, 1947, completed the palm surveying phase of its investigation early in February of the same year and started agronomic studies of cultivated oil palms. The Mission, composed of three United States agricultural scientists, was organized at the request of the government of Venezuela to investigate the vegetable oil resources of the country. (*FAO Bulletin.*)

Foreign Trade Service Abroad

Cable address:—*Canadian, unless otherwise shown.*

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

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

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

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

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte 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—E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

Shanghai—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—R. G. C. SMITH, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

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

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

France

Paris—YVES LAMONTAGNE, Commercial Counsellor, Canadian Embassy, 3 rue Scribe.

Territory includes Switzerland, Algeria, French Morocco and Tunisia.

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

Territory includes Belgium, Denmark, France and the Netherlands.

Germany

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

Cable address, *Canadian Frankfurt/Main.*

Foreign Trade Service Abroad—Continued

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

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 114.

Bombay—C. R. GALLOW, 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.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edi-

ficio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

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

Newfoundland

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

New Zealand

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

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

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

Peru

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

Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Foreign Trade Service Abroad—Concluded

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary 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.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, Cantracom.

Sweden

Stockholm—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Trinidad

Port-of-Spain—A. W. EVANS, Acting 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 May 3	Nominal Quotations May 10
Argentina.....	Peso	Off. Free	.2977 .2500	.2977 .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. Export	.0517 .0322	.0517 .0322
Colombia.....	Peso	.....	.5714	.5714
Cuba.....	Peso	.....	1.0000	1.0000
Czechoslovakia.....	Koruna	.....	.0200	.0200
Denmark.....	Krone	.....	.2083	.2083
Ecuador.....	Suere	.....	.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 Uncontrolled	.6583 .5629	.6583 .5629
Venezuela.....	Bolivar	.....	.2985	.2985