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In This Issue

Regular Features

COVER SUBJECT—Activities in Quebec harbour have greatly increased this shipping season as compared with last year. According to the National Harbours Board, twice as many ocean vessels are docking in this port and the handling of merchandise has increased approximately 40 per cent, as compared with 1947. Quebec City, Canada's ancient capital, towers above the broad reaches of the St. Lawrence River, which carries a large proportion of the foodstuffs, manufactures and other materials required by peoples throughout the world. Up this stream flow supplies for Canadian industry and for the Canadian housewife, while many visitors from foreign lands make Quebec their immediate destination.

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Oil Industry of Sarawak Showed Substantial Advance Last Year

Refinery at Lutong secures bulk of supplies from adjoining State of Brunei — Oilfield equipment required to increase present plant capacity—Former unfavourable trade balance disappears—Petroleum provides half of export total—Rubber, sago flour and pepper important.

By Paul Sykes, Canadian Trade Commissioner

(Values are in Straits dollars; S$1 equals Can. $0.47)

(Editor's Note.—A preliminary report on the trade of Sarawak was published in the January 31, 1948, issue of *Foreign Trade,* and a report on conditions in Brunei appeared in the July 3, 1948, issue.)

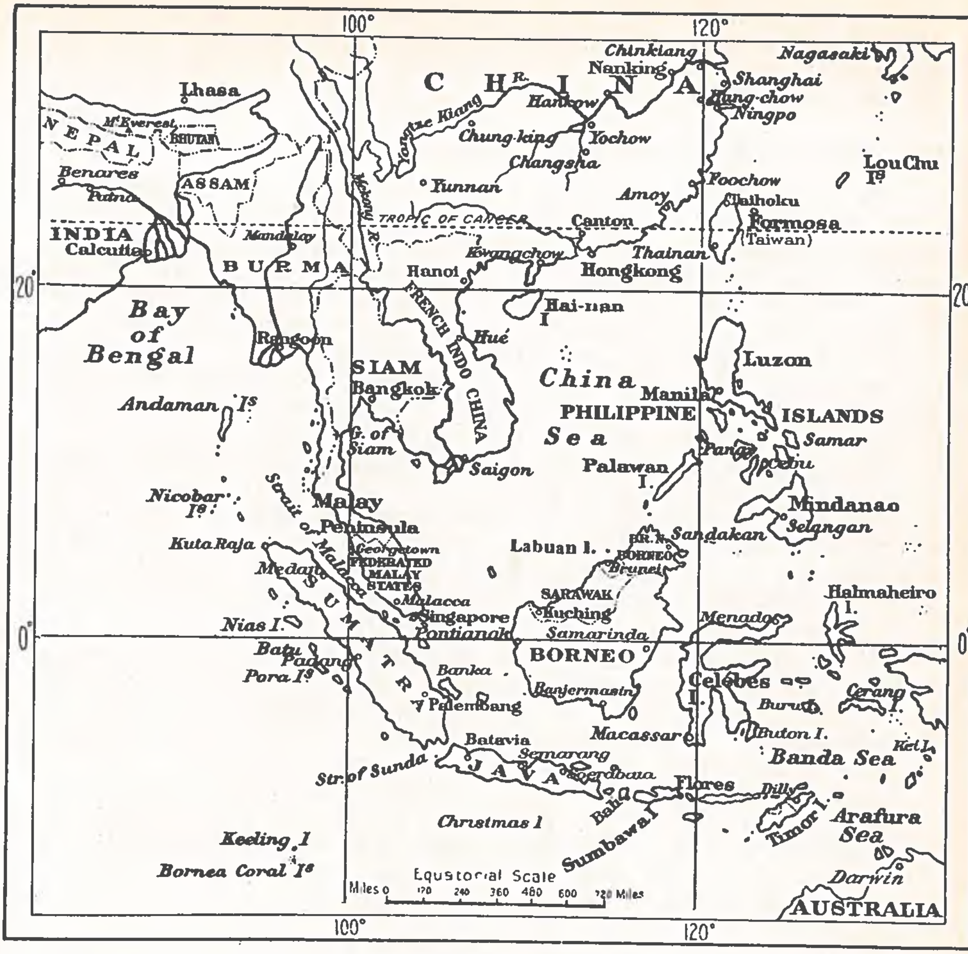
SINGAPORE, June 25, 1948.—Sarawak trade returns for last year reveal many striking developments in that colony's economic position, and support opinions frequently expressed that its resources are substantial. Considerable progress has been made in the rehabilitation and development of this newly created colony. The production and export of rubber, sago flour, pepper and a variety of forest items has been notable. The oil industry has shown most progress, however, and it would appear that future prospects are favourable.

The oil resources of Sarawak are not extensive, so far as is known, but the field near Miri is still of appreciable value. The oil is partly refined at an adjacent plant at Lutong, on the coast, which is equipped with pipe lines that run out to an anchorage for tankers. Production in the Lutong refinery is based mainly on oil produced at the Seria field, in the nearby state of Brunei, the wells and refinery being connected by a 22-mile pipe line. Fuel oil, diesel oil and limited quantities of gasoline and kerosene are now produced, but other products will be included with an increase in plant capacity.

The foregoing reference to the close association between Sarawak's Lutong refinery and Brunei's oil fields will explain the apparent anomaly in the trade statistics under review, which show crude oil among the leading items imported into and exported from the colony. Since the refining capacity is still incapable of treating all available crude supplies, a substantial part of these must still be shipped elsewhere. These go, for the most part, to refineries in Dutch Borneo, Australia and the Persian Gulf. Meanwhile, the considerable excess in the value of oil exports and refined products over that of crude oil imports represents the returns from the Miri oil field and the appreciation in value of crude oil imports after treatment in the Lutong refinery. This is clearly illustrated in the following table giving values of oil imports and exports during the three prewar years 1938-40 and for 1946 and 1947. It may be mentioned in this regard that Sarawak and Brunei oils are not generally suitable for refining into lubricating grades.

Oilfield Equipment Required

Considerable development may be expected in Sarawak's oil industry which will continue to be based to a high degree on supplies of crude oil from the Seria field. Production of both crude and refined products could today be extended to much higher figures than have yet been reached if the necessary well casings, drill pipe and other items of oilfield equipment were



Oil Trade of Sarawak

IMPORTS

	1938-1940 Average	1946	1947
Motor spirit	$ 225,000	$ 188,000	$ 240,000
Kerosene	550,000	255,000	398,000
Liquid fuel	75,000	337,000	246,000
Lubricating oil	150,000	85,000	217,000
Crude oil	6.500,000	3,811,000	29,642,000
	$ 7,500,000	$4,676,000	$30,642,000

EXPORTS

Motor spirit	$ 3,750,000	$	$ 2,680,000
Kerosene	1,200,000	......	1,156,000
Liquid fuel	6,000,000	......	23,665,000
Crude oil	......	4,169,000	23,727,000
	$10,950,000	$4,169,000	$51,228,000

obtainable. In this connection, any Canadian firm in a position to offer equipment manufactured to A.P.I. standards should not fail to send full particulars to the Canadian Trade Commissioner in Singapore.

The total value of Sarawak's foreign trade in 1947 was $175,393,280, an increase of no less than $119,038,515 over that of the last 8½ months of the previous year. Imports were valued at $72,254,705 and exports at $103,138,575, and the previous year's slightly unfavourable trade balance was converted into an excess of exports over imports of no less than $30,883,870.

Rice Supplies for Native Population Increased

As compared with 1946, when imports were made up to a large extent of consumer goods, these 1947 figures reflect an important revival in the import of crude oil for refining and the availability from a number of sources of increased supplies of rice, the staple food of the native population. Principal imports during the year were crude oil, $29,541,206; rice, $6,282,957; cotton cloth, $5,139,868; tobacco, cigars and cigarettes, $5,130,-710; sugar, $2,305,492; iron and steel products, $1,633,436; sundries, $1,-621,186; films, $1,558,329; drugs and medicines, $1,113,667; and flour, $1,053,372. Outstanding instances of increased import values were those of crude oil, rice, cotton cloth and iron and steel products.

On the export side, the principal commodities and corresponding values were plantation rubber, $26,084,589; crude oil, $23,726,764; diesel oil, $22,-528,443; sago flour, $10,605,908; white pepper, $3,118,384; motor spirit, $2,679,595; oil nuts, $1,897,248; films, $1,661,382; raw jelutong, $1,554,781; bulk kerosene, $1,155,659; refined jelutong, $1,151,076; and diesel oil, for bunkers, $1,136,144. All these items except re-exported films show large increases in value over those of the previous year.

In a breakdown of export figures it appears that mineral oils, mainly crude oil and liquid fuel, made up almost half of the total value for the year. Agricultural products, rubber, sago flour and pepper, accounted for some 30 per cent. The bulk of the balance represented shipments of forest produce, in the form of jelutong, illipe nuts, gums and cutch.

As noted in last year's report on Sarawak's foreign trade, no statistics are available to show the principal origins and destinations involved, but the suggestion may be repeated that, apart from oil imports from Brunei and exports of oil in different forms to a variety of destinations, the great bulk of the business is based on Singapore and generally directed by firms in this port.

The three principal ports of Sarawak, Miri, Kuching and Sibu, handled 97 per cent of the total imports and 92 per cent of the total exports. Miri showed the greatest progress, imports increasing from $6,521,000 to $33,-306,000, while exports rose from $4,312,000 to $52,289,000. Imports through Kuching advanced from $15,932,000 to $26,944,000, and exports from $11,-333,000 to $26,406,000. Imports through Sibu increased from $5,089,000 to $10,065,000, and exports from $7,865,000 to $16,706,000.

Slight Decrease in Coal Production in Bizonia

Frankfurt, June 25, 1948.—(FTS)—Figures published by the U.K.-U.S. Coal Control Group in Germany for the month of May indicate a fall of one per cent against April production. The average daily hard coal output for April was 268,467 tons as against 265,757 tons in May, while the total net merchantable production was 139,688 tons daily for April and 121,019 tons in May. Loadings against allocations, however, increased in May by 0·8 per cent.

Based on provisional figures gross hard coal production for the first ten days of June shows an appreciable rise to an average daily production of more than 270,000 tons for the first five days, rising to an average of 280,246 tons for the second five days.

Peak of Prosperity in Cuba Passed Despite Favourable Sugar Crop

Prosperous conditions of early months of 1948 tend to decline — Attributable to decreasing sugar prices and reduced consumption in the United States—Sales under European Recovery Program expected to reduce carryover —Prospects for Canadian exports to Cuba less favourable.

By R. G. C. Smith, Commercial Secretary, Canadian Legation

(Editor's Note.—Mr. Smith is at present on tour in Canada, prior to proceeding in September to Rome on posting.)

HAVANA, May 28, 1948.—During the first four months of 1948, prevailing economic conditions in Cuba were indicative of a continuing high level of prosperity. Most of the usual indices showed a marked improvement over those for the record year 1947, but at the end of the four-month period there was every evidence that the peak had been reached. Although the 1948 sugar crop will exceed that of last year, there has been some uneasiness regarding declining prices and the prospects for selling the entire crop. Further, the disappointing estimate of sugar consumption in the United States has given rise to much uncertainty over the immediate future of the Cuban industry.

Sugar production in 1948 will exceed the all-time record established last year. Crop returns are not yet complete, but outputs of the mills that have recently finished grinding have increased the estimated yield to at least 6,580,000 short tons; this compares with 6,360,000 tons last year.

Sugar Situation Less Promising Than in 1947

Although this large crop may be considered satisfactory, there are several factors that vitally affect this year's position as compared with last year's. In the first place, the average price will be considerably below that received in 1947, although it will be satisfactory and probably higher than for any recent year except 1947. Secondly, there is a distinct probability of a substantial carryover—the first for many years—at a time when world sugar production is coming into balance with requirements or, at least, with the ability of world countries to purchase.

The United States has recently reduced its sugar consumption quota by 500,000 tons, about 95 per cent of which will be deducted from the Cuban quota, which will therefore be reduced to about 2,470,000 tons. Estimates of sales to other countries range between 1,475,000 and 1,650,000 tons and domestic consumption is 227,000 tons. Of the remaining quantity, the government has retained 1,420,000 tons for special sale, of which 1,000,000 has been sold for relief purposes and to occupied areas. On this basis the situation with respect to Cuba's 1948 sugar crop may be summarized as follows:

Dispositions of Cuban Sugar Crop for 1948

	Short Tons
Production	6,580,000
Domestic consumption	227,000
United States quota	2,470,000
Sales to other countries	1,650.000
For relief and to occupied areas	1,000,000
Total allotments	5,347,000
Potential carryover	1,233,000

Cuba—Loading sugar cane on railroad cars for transportation to the mills. Although the sugar crop this year will exceed that of last year, there has been some uneasiness regarding declining prices and the prospects for selling the entire crop.

It is unlikely that the foregoing figure for potential carryover will be realized. Apart from purchases under the European Recovery Program, it is possible that approximately 280,000 tons may yet be sold to Europe, and the 420,000 tons remaining of the 1,420,000 tons of retained sugar may be sold to the United States by special negotiation for relief purposes or for occupied areas. If this can be achieved, about 700,000 tons would be left for disposal under the European Recovery Program. This figure and the total potential carryover of 1,233,000 tons may be considered as two extremes of possibility, although the development of the European Recovery Program may reduce the minimum still further. In any event there will be a substantial carryover into next year. However, a 350,000-ton carryover has never been considered serious, and reduced new plantings last year will ensure a substantially lower crop next year.

Sugar Production in 1949 Will Be Lower

It is too early to forecast next year's production, but if, as seems probable, new plantings last year were substantially reduced, a 20 per cent reduction in yield may be expected. Further, if sugar wages are maintained at 1947 levels, work in the fields will be reduced to a minimum, particularly since lower prices for sugar may be anticipated. Thus a crop of slightly over 5,000,000 tons may be a possibility for 1949.

All these factors have a bearing on the current sugar price levels and, therefore, on Cuban economic conditions. At the beginning of the year there was a wide spread between the quoted price of sugar in the United States and in other countries. Sugar consumption in the United States was lower than expected and the price in that country dropped, while in other countries it increased steadily until the two prices were at almost the same level—about $4.30 per 100 pounds f.o.b. Cuba. Following the reduction in the United States quota, the price advanced to $4.50, but it is probable that the quotation for other countries will fall following the report of a surplus position in Cuba.

By a recently concluded agreement, Spain agreed to allow dollar credits to pay for imports of Cuban cigars. This is of some importance, as the export trade in cigars has fallen to low levels. However, it does not begin to replace the prewar trade in high-quality cigars to Great Britain, which is unlikely to be revived in the near future.

Exports of Leaf Tobaccos Higher

Exports of leaf showed an increase in volume for the first three months of 1948 as compared with that for the same period last year. The trade figures do not reflect the result of the Spanish agreement in respect of cigars, which will be apparent only in the trade returns for April and subsequent months.

Cuban Exports of Tobacco and Cigars

	January-March, 1947		January-March, 1948	
	1,000 Lbs.	$	1,000 Lbs.	$
Leaf tobacco	6,929	5,972,000	8,570	5,501,000
	1,000 Units		1,000 Units	
Cigars	10,886	1,429,000	2,718	935,000

Currently favourable economic conditions are not likely to be maintained. Foreign trade figures for the first three months of 1948 are not available, but it is probable that they will exceed those for the corresponding period of 1947, since Havana customs returns show a heavy increase. However, there has been a marked lack of interest in the import market during the last two months, probably the result of a combination of factors, including realization of the surplus sugar position in the face of a falling world market.

Future Prospects Depend on Sugar Situation

Future prospects of the Cuban market depend upon the sugar situation, particularly in respect to consumption in the United States. In any event there will be a drastic reduction in the total revenue derived from sugar in the next few years from the high of $700,000,000 received last year. This will affect all branches of Cuban economy, so that imports may be expected to fall off considerably from the recent peak figures. Canada's trading position with Cuba has been improved slightly by the General Agreement on Tariffs and Trade signed at Geneva, even if the United States still retains a substantial customs tariff preference for most articles in the Cuban market. The recently established steamship service from Canadian ports to Havana will also greatly assist Canadian trade. However, interest in Canada as a source of supply for Cuba has fallen off sharply, since United States exporters are again in a position to export in quantity to their traditional market. The United States preferential tariff is a handicap to Canadian suppliers. Cuba is a buyers' market for most articles, with all the elements of severe competition that this entails.

Four Dingo Destruction Boards Operate in New South Wales

Sydney, June 15, 1948.—(FTS)—Dingos, or wild dogs, kill a considerable number of sheep in Australia every year. There are four Dingo Destruction Boards in New South Wales which employ men who are called "doggers" to destroy dingos. The State Government provides a bounty of £2 per head.

Price Important When Quoting For Belgian Congo Market

Special consideration required as buyers' market has developed—Canadian exporters should quote on c.i.f. basis or at least f.a.s. Montreal or Halifax—Quotations should be in Canadian dollars—Competitive offers being received from all parts of the world.

By L. H. Ausman, Canadian Government Trade Commissioner

(Editor's Note—This is the third of seven articles on the Belgian Congo, prepared for *Foreign Trade*. The first two appeared in the July 10th and July 24th issues.)

LEOPOLDVILLE, May 28, 1948.—Special consideration should be given to the Belgian Congo by Canadian exporters, when submitting quotations, due to the fact that a buyers' market has developed, large stocks having accumulated and competitive offers being received from many parts of the world.

Most foreign offers are made on a c.i.f. basis, whereas Canadian exporters are inclined to quote on a f.o.b. basis, which involves lengthy correspondence in order to establish the landed cost. One Canadian firm lost an order recently on this account, though it appeared later that their prices would have been slightly lower than those of the firm to which the contract was awarded.

F.o.b. Canadian factory prices are of no significance to an importer in the Belgian Congo, as he is unable to determine transportation costs to the seaboard and the port charges. Even f.o.b. Montreal or Halifax prices are unsuitable. If the shipper is unable to quote on a c.i.f. basis, he should give f.a.s. Montreal (Halifax in winter) or New York quotations. It cannot be stressed too strongly, however, that c.i.f. prices are almost essential. Without these, the busy importer or agent in the Belgian Congo is often unwilling to devote the time to estimating his delivered costs. A recent case concerned a certain offer to a distributor who had to submit a tender to the local government. An English firm quoted c.i.f. Matadi, while the Canadian firm quoted f.o.b. an inland point and gave certain additional amounts to be added to cover shipment as far as Montreal. On receipt of this vague information two days before the close of the tender the distributor had to make a rapid calculation and, in order to cover himself for any errors or unexpected charges, add a certain margin. The result was a higher price than the English offer; but had the Canadian manufacturer worked out a c.i.f. Matadi price from information readily available in Canada, there is a chance that the product might have been competitive.

Prices Should be Quoted C.I.F. Matadi

For the Belgian Congo, generally, prices should be quoted c.i.f. Matadi. For certain parts of the Colony, Canadian exporters may be requested to quote c.i.f. Lobito, Beira, Lourenço Marques or Dar-es-Salaam.

The time has passed when irrevocable letter-of-credit terms can be demanded of all importers in the Belgian Congo. The Canadian exporter must, of course, satisfy himself of the status of the consignee, but wherever possible consideration should be given to terms providing for release of documents against acceptance of a sight draft. Canadian shippers are reminded that they may make use of the services of the Export Credits Insurance Corporation to cover credit risks of export shipments.

Belgian Congo—Orphanage for European children at Astride (Ruanda). As a buyers' market has developed, special consideration should be given quotations by Canadian exporters.

Belgian Congo Information Service Photo.

The Belgian Congo is a "Special Arrangement" country under the regulations of the Foreign Exchange Control Board and, as such, payment for exports may be accepted in Canadian dollars. By a ruling of the "Commission des Devises" of the Belgian Congo, United States dollars will not now be granted for the payment of goods originating in Canada. Quotations should, therefore, always be made to the Belgian Congo in Canadian dollars.

The Canadian Trade Commissioner has, on more than one occasion, received complaints to the effect that correspondence and offers originating from a manufacturer in Canada are subsequently transferred to an exclusive export agent. While in many cases the prices quoted by the agent are ex-factory and the same as would be quoted by the manufacturer himself, there is a feeling among importers and distributors that a middleman's profit is being introduced. In all such cases it is advisable for the export agent of a Canadian manufacturer to stress the fact that the prices quoted are the same as the factory would quote if the order were placed direct.

It should also be mentioned that there have been cases where the manufacturer and/or one or more export agents have offered the same merchandise to buyers in this territory. This is to be deprecated and should be avoided if possible.

Correspondence Should be Handled Promptly

Several cases have been brought to the attention of the Trade Commissioner where Canadian firms have failed or delayed replying to correspondence. In particular, cabled replies should be sent to inquiries by cable and such replies, together with a copy of the cable received, should be despatched by airmail at once.

Finally it should be pointed out that, generally speaking, with a white population of 35,000, the demand for goods for Europeans is relatively restricted and highly competitive. There will, however, always be a good demand for native trade goods for the 14,000,000 Africans, provided the price is low enough to meet their purchasing power and the competition from other supplying countries.

Dominican Republic Affords Market For Leather and Leather Footwear

Importers interested in Canadian products, and sales could be expanded—Domestic industry supplies sole and low-grade leather—Only high-grade footwear in demand—Import duties heavy.

By R. G. C. Smith, Commercial Secretary, Canadian Embassy

(Editor's Note.—Mr. Smith is at present on tour in Canada, prior to proceeding in September to Rome on posting.)

(All values are in United States dollars)

HAVANA, May 10, 1948.—The market for leather in the Dominican Republic is too small to offer much scope for development, but the Canadian product is in fairly good repute and, if deliveries can be made on schedule, there is no reason why Canadian tanners should not secure a greater share of the trade. The principal demand is for patent leather, oscarias sides and kips, kid suedes and some glazed kid. There is even some possibility of selling sole leather owing to the high cost of the domestic product, which is quoted at $50 per 100 pounds f.o.b. factory, Ciudad Trujillo.

There is some demand for Canadian boots and shoes, but only in high-quality lines, and sales will be necessarily small. Nevertheless, the highly prosperous condition of the country in recent years has considerably increased the potential market, despite the exorbitant prices at which imported shoes are sold.

Inquiries have been received from responsible agents with respect to supplies of leathers and, to a lesser extent, for high-grade shoes. Canadian manufacturers in a position to meet these demands are requested to communicate with the Commercial Secretary, Canadian Legation, at Havana, Cuba, without delay.

The market for leather in the Dominican Republic is limited by reason of the low purchasing power of the great majority of the small population (about 1,500,000). Further, there is a large domestic tanning industry that meets most of the country's requirements of sole and low-grade leather. The boot and shoe industry supplies all the cheap and most of the medium-priced shoes, but it cannot meet the relatively small demand for expensive shoes using better-quality leathers.

Comparative prewar and latest available postwar figures of imports into the Dominican Republic of leather and footwear are as follows:

Imports of Leather and Footwear

	Average 1935-39	1945	1946
	Kilos	Kilos	Kilos
Leather of all kinds	63,000	192,350	232,180
	Pairs	Pairs	Pairs
Boots and shoes of all kinds ..	3,987*	7,645	n.a.

* Figures for three years only

Although Argentina and Uruguay supplied some patent and upper leathers during the war, most of the imported leather now comes from the United States, Canada supplying a small percentage. Patent leather is probably the most important type imported, followed by side uppers, kid suedes, glazed kids, and splits.

In patent leathers, the principal demand is for second and third grades, that for first-quality skins being limited. In upper leather, the bulk of the imports is of large oscarias sides, with a smaller percentage of kips and a reduced volume of calf. White leathers are not in demand by the factories, as their equipment is not adapted to their use, but some white buckskin is imported for use by the many small shoemakers. Sheepskin linings have little sale, as the industry principally uses locally tanned kid linings or artificial leather linings. In glazed leathers, blues and reds are the most popular types.

United States Supplies High-quality Footwear

Nearly all imports of boots and shoes are from the United States, being confined to high-quality lines. Import statistics include rubber-soled canvas shoes, which are not made in the Dominican Republic. The import trade in canvas shoes is limited, however, by the relatively high customs duties ($18 per dozen pairs of men's shoes). The considerable increase over the prewar average in imports of both leather and footwear is a reflection of the prosperity of the country during the last few years. Although figures for 1947 are not yet available, imports were probably on about the same scale as in 1946. The country is still prosperous, but higher taxation, a better inventory position, and higher prices for imported goods have slowed down the import market in general, so that the 1948 figures will probably not be as high as for 1946.

Side Leathers Produced Locally

No exact estimate of the number of tanneries in the Dominican Republic is available, there being many small producers that could hardly be termed tanners. For example, a fairly heavy volume of uncoloured kid leathers comes from the Cibao valley, produced by individual peasants. However, there are probably four tanneries that could be so classified. These produce most of the leather consumed locally and a fairly substantial quantity of the low-grade side leather. There is also a small production of glazed kid.

According to official figures for 1946, 840,169 kilograms of sole leather were produced, plus 30,988 kilos of split sole leather. Goatskins, probably accounting for most of the uncoloured kid skins previously mentioned, totalled 225,992 square feet; cowhide side leather, 1,718,799 square feet; and glazed leather, 92,826 square feet.

Although there is a substantial production of sides, the local product does not compete with imports. Locally produced side leather is of very low grade and only goes into the cheapest shoes, whereas imported sides and kips are used in the medium-and best-quality local shoes.

Duties High on Imported Leather

However, the duties on cowhide sides would eliminate any possibility of competing for the low-grade trade. Duties, in general, are heavy, so that the retail price of boots and shoes in the Dominican Republic is unusually high for a country with a fairly low overall purchasing power.

Various types of leather imported into the Dominican Republic are dutiable at the following rates, per kilogram: sides, kips or calf leather, $0.60; patent leather, $1; glazed kid, $1; sheepskins $0.50; sole leather, $0.20.

To all of the foregoing duties must be added the 3 per cent consular fees, 3·3 per cent "patente" fee, and 6 per cent special tax, all of which are payable on the f.o.b. value.

Local Boot and Shoe Industry Extensive

The domestic boot and shoe industry is sufficiently large to meet the entire demand for the cheap shoes and for most of the medium-grade shoes. Four establishments might be termed factories, but many small concerns make boots and shoes on a semi-hand-made basis. This industry is highly protected by a system of duties under which shoes are divided into two main classes: those made of patent and similar leathers, and those made of cow hide (including calf), kid and horsehide. The principal classifications and rates of duty applicable to each are as follows:—

Cuban Duties on Footwear

	Duty per Doz. Pairs
Men's shoes, size 5 and up—Patent	$31.20
—Other	30.00
Boys' shoes, sizes under 5—Patent	25.20
—Other	24.00
Women's shoes, size 1 and up—Patent	21.00
—Other	19.80
Women's shoes, sizes under 1—Patent	16.80
—Other	15.60
Children's shoes, sizes under 7—Patent	12.00
—Other	10.80

All the foregoing classifications are subject to additional taxes, totalling 12·3 per cent, applicable to leather, referred to above.

The import market for boots and shoes is, therefore, greatly restricted, but there is a small demand for high-quality shoes, and some of the better-known United States shoes are sold in the country at high prices. With the generally prosperous conditions existing in the country, the demand for such shoes in recent years has been greatly stimulated, since the local industry is not in a position to compete on a quality basis.

Footwear Manufacturers are Leather Wholesalers

Nearly all the imported leather is brought in by the few manufacturers, who are also wholesale suppliers to the smaller individual manufacturers. The latter sometimes buy direct from foreign tanners, but there are a number of agents who represent foreign firms on a commission basis.

Most leather is sold on a cash-against-documents basis, but some of the older purchasers are accorded up to 60 days' credit, and some leather may be shipped on open account. It would be impossible for a new tanner to enter the market and obtain letter-of-credit business.

Chinese Transportation Facilities In Need of Extensive Repairs

Ten main railway systems in operation require major repairs to roadbeds and bridges—Rolling stock mixed due to wartime dislocation—Sharp rise in prices affects mercantile shipping costs—Roads and highways fallen into disrepair.

By L. M. Cosgrave, Commercial Counsellor for Canada

(Editor's Note—This is the fifth in a series of six articles on economic conditions in China, prepared by Mr. Cosgrave for *Foreign Trade*, and is the first general review of that country presented since 1940. The other articles appeared in the July 3rd, July 10th, July 17th and July 24th issues.)

SHANGHAI, May 6, 1948.—More than seven thousand miles of rail lines in China have been grouped in ten systems, which contribute substantially to the transport facilities in this country. Prior to the start of the Sino-Japanese conflict in 1937, much progress had been made in the development of China's communications, particularly in the main coastal areas, in the Yangtze Valley and in South China. The main central rail line from Canton to Hankow was completed in 1937, serving the principal food producing provinces of Central China and providing an important outlet from the interior to the southern ports of Canton and Hong Kong. Rail links were established between the provinces of Hunan and Kwangsi, Kweichow and Kwangsi, and considerable branch line mileage was added to the Tientsin-Pukow line.

The extension of rail transportation facilities from North China to Manchuria and throughout the northeastern provinces practically ceased after 1921, due to the inroads made by Japanese forces in Manchuria. Efforts were made, however, to maintain the principal strategic links in China proper. It was estimated that the railway mileage in 1935 was 6,047 in China, excluding Manchuria, though this figure has been increased since then. The ten systems, with the approximate length of each, are as follows:

Ten Main Railway Systems Operating

Peking-Tientsin System (899 miles)—Operates on a reduced scale, being subject to frequent interruptions from civil disturbances, though it is likely to develop rapidly when peaceful conditions return to the land.

Tientsin-Pukow System (1,163 miles)—Southern section from Pukow to Tsinan only operating on a reduced scale.

Nanking-Shanghai System (552 miles)—The lines from Shanghai to Nanking and Hangchow are operating normally, and are probably the only railway in China which does not require to be subsidized by the government. The lines from Hangchow to Ningpo and from Nanking to Wuhu have been destroyed. The reconstruction of the lines to Wuhu is planned and its extension to Kweiki, on the Chekiang-Kiangsi Railway, is contemplated.

Canton-Hankow System (787 miles)—The line from Canton to Hankow was re-opened on July 1, 1946, and through trains are now run from Hong Kong to Hankow. The condition of the track is precarious, and there is a great shortage of bridge steel, locomotives, passenger cars, and telegraph apparatus, etc.

Peking-Hankow System (929 miles)—The section south of Chengchow is said to be operating on a reduced scale.

Shansi-Hopeh System (533 miles)—The situation is still obscured by civil disturbances.

Lunghai System (844 miles)—Operating in places on a reduced scale but subject to constant interruptions by civil disturbances.

Kunming System (388 miles)—Very little operation is possible, as the connection with Indo-China was completely destroyed during the war.

Chekiang-Kiangsi System (646 miles)—Operating from Hangchow to Nanchang and Nanchang to Kiukiang. The remainder of the line is under repair.

Hunan-Kwangsi-Kweichow Railway (439 miles)—The re-opening of the railway from Hengyang to Tuyuan, a few miles south of Kweiyang, has been announced. The bridge over the river at Hengyang, however, to connect the Canton-Hankow Railway with the Hunan-Kwangsi-Kweichow Railway, has not yet been rebuilt. No through traffic, therefore, can pass onto this railway from the Canton-Hankow Railway.

The government has approved the formation of the Fukien Railway Company to construct a line to connect Amoy and Foochow to Kweiki on the Chekiang-Kiangsi Railway. This project has not developed beyond the stage of preliminary talks, but it is interesting in that it shows the government's willingness to permit the operation of public railway companies, in which the government will hold only a small interest.

The Chungking-Chengtu Railway is another railway which lies outside the ten systems. Construction was started in 1937 and is now being resumed. It is reported that a French group have recently invested U.S.$1,600,000 in this project.

The railways throughout China are of 4 ft. 8½ in. gauge with the exception of the Kunming system and the Shansi-Hopeh System, which are of metre gauge.

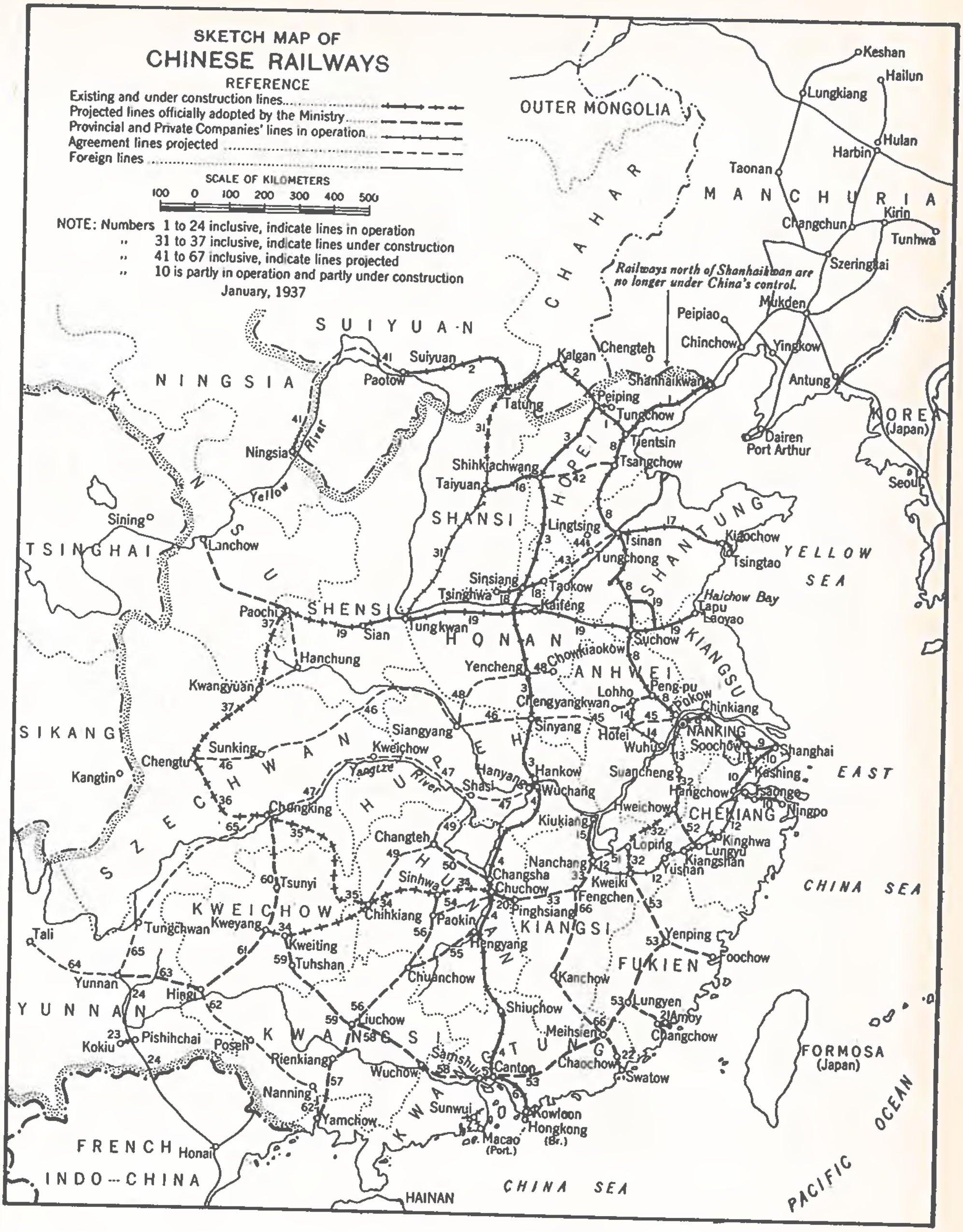
Permanent Way Suffered from Lack of Maintenance

The permanent way throughout China consists of flat-bottomed rails of 45- to 65-pound sections, spiked to timber sleepers. Hardwood sleepers have been imported in the past, but, for many years, softwood has been used because of the lower initial cost. Permanent way in China has suffered from lack of maintenance and is generally bad. The tracks on the Nanking-Shanghai and Tientsin-Peking lines are probably in better condition than on other railways. However, the rails on the Nanking-Shanghai line have been in use for forty years and 20 per cent of the sleepers require renewal. Conditions are worse on the Canton-Hankow Railway, which was badly damaged during the war and on which an assortment of rail sections have been laid, linked by fishplates, improvised from mild steel flats or old rails.

The Peking-Shanhaikwan line is the only line in China which possesses a modern signalling system. On that railway, points and signals were interlocked and stations were track circuited. On the Nanking-Shanghai Railway and on the Shanghai-Hangchow Railway, staff or tablet instruments are now in use, but the interlocking of the signals with the points is very primitive and frequently ineffective, and there are no starting signals. The remainder of the railways are worked by telegraph system, with or without simple semaphore signals.

Many Bridges Damaged During the War

Many bridges were damaged during the war, and the repairs done by the Japanese were generally poor. On the Canton-Hankow Railway, there are a number of high bridges which have been rebuilt in timber, and which must be replaced before the next floods. It is reported that 831 spans, varying in length from 21 feet to 133 feet and totalling 38,500 feet in length.



are required on this railway alone. On the Nanking-Shanghai system, the bridges are in better order. but the 220 foot bridge near Hangchow requires extensive repairs.

The rolling-stock on the railways is very mixed. As the late war progressed, all rolling stock in China was concentrated on the Canton-Hankow Railway and some still remains in various stages of disrepair. Both locomotives and wagons are being kept in service by canalization of other vehicles. UNRRA has supplied the Canton-Hankow Railway with six Mikado locomotives and about 1,000 wagons, and it is reported that this railway will receive an additional 80 locomotives.

Nearer the coast, rolling stock consists chiefly of Japanese locomotives, coaches and wagons brought from Manchuria, with a few locomotives and wagons supplied by UNRRA.

Mr. Chang Kia-ngau, President of the Central Bank of China, gives the foreign investment in Chinese railways, as at December 31, 1935, as follows: Great Britain, £13,221,446; Belgium, £10,943,888; Germany, £10,920,536; Netherlands, £7,982,287; Japan, £5,901,177; France, £2,540,123; and the United States, £2,317,986. These figures seem to be underestimated for the principals outstanding in respect of the loans, in the issue of which the British and Chinese Corporation, Ltd., have participated, to the amount of nearly £12,000,000, with arrears of interest of over £5,000,000. The above figures, however, serve to show the relative interest of the various powers in Chinese Railways.

Increase in Mercantile Shipping Tonnage

China's mercantile shipping tonnage, as registered with the Navigation Bureau, at the end of 1947 amounted to 850,000 gross tons, representing an increase of 25 per cent over the previous year's tonnage. Most of the increased tonnage represents ships which were built to order or purchased abroad in 1946, or obtained as reparations, and which finally arrived in the year 1947.

The sharp rise in the cost of living in China during 1947 was reflected directly on mercantile shipping activities, as can be seen from the following figures for the month of December, 1946, as compared with those of 1947:

1946	1947
The living-index figure for ships' workmen was 6,470 times that of the pre-war period.	The living-index figure for ships' workmen was 53,100 times that of the pre-war period.
1 ton of bunker coal cost CNC$120,000.	1 ton of bunker coal cost CNC$1,800,000.
1 ton of bunker "C" fuel oil was sold at CNC$108,460.	1 ton of bunker "C" fuel oil was sold at CNC$3,540,000.
U.S.$1.00 at the official rate of exchange, which then was very close to the market rate, was CNC$3,350.	U.S.$1.00 at open market rate as announced by the Central Bank was CNC$73,000, while the black market rate was known to be very much higher.
1 ton of freight between Shanghai and Tsingtao cost CNC$45,000.	1 ton of freight between Shanghai and Tsingtao cost CNC$535,000.

The Chinese shipping industry made one notable achievement in July when the National Association of Shipowners was organized in accordance with a resolution adopted in Shanghai by delegates from different shipowners' associations in all ports in the country. At this convention, the delegation passed a number of resolutions to improve the shipping service, both river and coastal.

All Radio Facilities Controlled by Central Government

All radio facilities in China are controlled by the Central Government of China, and there are 29 broadcasting stations, the principal being XGOY —Chungking, "The Voice of China", a short-wave station built during the war for the purpose of advancing China's cause.

Radios are not permitted import into China and to alleviate this shortage the British Ministry of Information is bringing 240 machines into China. These sets will be given to schools and institutions throughout this area. The British Ministry of Information has been successful in introducing much of its material into the Chinese Government Radio Services.

Roads and highways have fallen into disrepair and only the most essential military arteries are given any consideration. Prior to the war, China's highways were on a par with a second-class country road, i.e., stone base with a mud and gravel or pebble surface. At that time these were reasonably adequate. Today some are impassable at all times and the remainder seasonal or good only for the dry seasons. Few can be used the year around.

New Zealand Has Minor Minerals of Which Limestone is Considered the Most Important

Production for agriculture nearly 1,000,000 tons annually—Clays for brickmaking and pottery are important non-metallic minerals—Scheelite market is apparently assured—Other minerals present in small quantities.

By M. R. M. Dale, Assistant Commercial Secretary

(Editor's Note—This is the last of two articles on the minerals of New Zealand, prepared for *Foreign Trade*. The first appeared in the June 26th issue. Since these reports were written, Mr. Dale has been appointed Assistant Commercial Secretary in Sydney, Australia.)

WELLINGTON, March 25, 1948.—New Zealand produces a wide variety of minerals, other than gold and coal, though these are generally contained in small, irregular deposits, and operations have been on a small scale, requiring little equipment. Silver is, of course, a by-product of gold mining. There has been some production in recent years of tungsten ore (scheelite), mercury, manganese ore, copper ore, etc., but the amounts are insignificant and no great expansion can be expected. The most promising development is the steady growth in the quantity of limestone products for agricultural use, which now total almost 1,000,000 tons per annum.

Production of limestone for agricultural use amounted to 929,794 tons in 1946, a record. In the last ten years, production of limestone for agricultural use has trebled, and it is apparent that the demand for this mineral will increase.

In addition to limestone, which is also used for the manufacture of cement, stone is of increasing importance, and is obtained by quarrying operations. Clays for brickmaking and for pottery and other uses are being mined, as well as other non-metallic minerals for industrial uses. Deposits of magnetic iron sands are being investigated to determine whether titanium can be produced.

Prospecting for Copper, Lead and Zinc

World shortages and high prices for base metals and their ores have stimulated prospecting for copper, lead and zinc, which have not yet been of economic value. It is noted that a shipment of copper ore was made recently to Australia.

Mining for scheelite was continued on a reduced scale; and the equivalent of 27 tons of concentrates, assaying 65 per cent WO_3 was produced and shipped in 1946, as against 34 tons in 1945 and 145 tons in 1944, the peak year of wartime production. The collapse in the price of scheelite following the first World War has not been repeated, and producers have entered into a favourable contract with an English firm for the disposal of their concentrates. Since completion of this arrangement, there has been a marked and continued rise in the price of scheelite concentrates, and the future market seems assured. Producers, in common with other sections of the mining industry, have had difficulty in securing suitable labour, and the recent drought has hampered operations.

Demand for Serpentine Continues

The demand for serpentine in fertilizer manufacture has continued, and 20,058 tons were produced, as against 13,933 tons in 1945. Approximately half of this year's production came from deposits in North Auckland and half from an occurrence near Te Kuiti, at which mining operations commenced in 1946. The total serpentine production that year amounted to 172,456 tons, valued at £101,123.

From the mines in North Auckland and at Onekaka, 7,406 tons of iron ore were obtained for use in gas purification, the manufacture of stock licks, and in the cement industry.

Phosphatic sandstone and bentonite production was fair, 11,047 tons of low-grade phosphatic sandstone having been obtained from the Clarendon deposits, bringing the production from this new deposit since commencement of operations in 1943 to 40,685 tons. The Porangahua deposits of bentonite produced 154 tons in 1946, valued at £777, as against 167 tons, valued at £800 in 1945. Field work by officers of the Geological Survey has shown that bentonitic material is of widespread occurrence in Marlborough and North Canterbury, and it is possible that a deposit of economic value may eventually be located.

Manganese, Copper and Dolomite Prospects Are Promising

Manganese, copper and dolomite show promise. A shipment of 402 tons of manganese ore was made to Australia for £1,686, and it is expected that another shipment will be made this year. A shipment of 580 tons of copper ore was made to the smelter at Port Kembla, Australia, from the mine recently opened at Pakotai, North Auckland. A total of 3,893 tons of dolomite was obtained from the Mount Burnett deposits, near Collingwood, in 1946. Production would have been greater had shipping space been obtainable.

Mercury and asbestos production has not been found to be profitable, and these mines exist on a care-and-maintenance basis. Sources of uranium ores have proved to be of low grade and their economic worth is difficult to assess. Mica production has stopped, as it is impossible to produce mica in competition with other countries using cheap labour for hand-dressing, for which there is no alternative process.

W. J. Ahearn Appointed to Industrial Development Division

Appointment of W. J. Ahearn to the Industrial Development Division of the Department of Trade and Commerce was announced recently. A professional engineer with considerable industrial experience, Mr. Ahearn will act as liaison between Canadian firms having plant capacity to produce component parts and Canadian manufacturers seeking new sources of supply.

Born in Ottawa, Mr. Ahearn received his B.Sc. degree in engineering from Queen's University. Prior to joining the Department of Trade and Commerce, he was employed in the Technical Information Service, National Research Council, and by the Bell Telephone Company. Mr. Ahearn has had five years' experience in the design, construction and servicing of aircraft, and during the war flew over 500 hours as lend-lease aircraft inspector.

Production of Base Metals Increased On West Coast of United States

Copper, lead and zinc output recovered sharply in 1947 from the low levels of 1946—Gold and silver production greatly increased—Notable progress made by steel and metal-working industries.

By V. E. Duclos, Canadian Government Trade Commissioner

(Editor's Note—This is the last in a series of three articles on economic conditions on the West Coast of the United States for 1947, prepared for *Foreign Trade.* The first two articles appeared in the July 10th and the July 17th issues.)

LOS ANGELES, April 19, 1948.—Production of copper, lead, and zinc by mines and smelters on the West Coast of the United States recovered sharply in 1947 from the low levels of 1946, when operations were drastically reduced by long continuous strikes and labour shortages. In addition to improved industrial relations and better labour supply, steady demand and high prices contributed to the better showing in 1947. Prices of most non-ferrous metals remained at high levels practically without change throughout the year.

The lapse after June 30, 1947, of premium price payments as subsidies to high-cost metal producers apparently had little effect on total output of copper or lead in the Twelfth District,* as the labour released by the marginal mines quickly shifted to the lower-cost producers. In spite of a decline after June, Twelfth District zinc production in 1947 was the highest on record.

As in other recent years, Arizona, Utah, and Nevada, continued to produce the great bulk of the copper output of the District, although production in Nevada has declined steadily since 1942, the year of highest output in that State. Idaho held its position as the leading producer of lead and zinc in the District, followed by Utah, Arizona, and California in lead, and by Arizona, Utah, Nevada, and Washington in zinc.

Total District output in copper, lead, and zinc for the three years 1945 to 1947 and the weighted average price paid for each metal, f.o.b. refinery, including premium payments, as estimated by the Bureau of Mines, were as follows:

Copper, Lead and Zinc Output and Prices

Production	(Thousand short tons)			Price per pound		
	Copper	Lead	Zinc	Copper	Lead	Zinc
1945	580	149	200	$0.135	$0.086	$0.115
1946	462	135	179	0.162	0.109	0.122
1947	684	174	211	0.209	0.146	0.117

Gold and Silver Production Increased

The large increases in production of base metals in 1947 was paralleled by similar gains in output of precious metals. To an important extent gold and silver production in this region reflects the activity of base metal mining, of which they are by-products. Gold output increased in five of the seven District States in 1947, and silver production gained in every State. Utah was apparently the largest gold producer in 1947, with an output of approximately 413,000 fine ounces, the highest in the State's history. Practically continuous operation in 1947 of the leading copper mine in the Bingham district, which produces gold as a by-product, was largely responsible for this showing. California output increased moderately over that of 1946, and was very close to the Utah total. The major part of California's production

*The Twelfth District of the Federal Reserve Banking System comprises the Western States of Arizona, California, Idaho, Oregon, Nevada, Utah and Washington.

comes from dredging operations; the lode mines have experienced increasing difficulties with rising costs and many of them remain inoperative. Total District gold output in 1947 gained about 42 per cent over 1946 and 71 per cent over 1945.

District silver production in 1947 reversed the six-year downward trend from 1940 to 1946, with an output nearly 50 per cent greater than in 1946. The largest proportional increase occurred in Utah, where the bulk of silver production is a by-product of other mineral ores. Idaho remained, however, the nation's leading silver state in 1947, as in every year since 1933, with more than one-third of the total District output. Roughly half the silver production of Idaho is recovered from silver ore, the remainder chiefly from lead and zinc ores. Silver production was stimulated in 1947 by the advance in the Treasury's buying price after June 30, 1946, to $0.905 per fine ounce. This compares with the average price of $0.808 for 1946 as a whole and $0.711 for the period from July 1, 1939, to June 30, 1946.

Total District output of gold and silver for the three years 1945 to 1947, in fine ounces, was as follows:

Output of Gold and Silver

	Fine ounces Gold	Fine ounces Silver
1945	655,016	20,290,283
1946	787,979	16,743,004
1947	1,122,433	24,910,700

Notable Progress Made by Steel and Metal-working Industries

The steel and metal-working industries of the District made notable progress in 1947. Pig iron and steel ingot production rose to levels approximately one-third higher than at the peak of war production in 1944. Operations at the two large integrated steel plants at Geneva, Utah, and Fontana, California, set new records, and the output of finished steel products for the District as a whole was well above that of any previous year. The new pipe mill at Fontana, the first tubular mill in the District, was completed and put into operation early in 1948. Miscellaneous expansions were also effected during the year in both open-hearth and finishing capacity at various other plants in the District.

Primary aluminum production in 1947 was about 260,000 tons, over half the national total and about 70 per cent more than in 1946, when a number of war plants were still out of production for several months. The 1947 output was about 25 per cent under that of the peak year 1944. For the country as a whole, aluminum production also attained a new peacetime record in 1947, with a total output of about 570,000 tons, nearly 40 per cent above the 1946 figure. Contrary to the situation in most metal markets, basic aluminum prices were reduced in 1947, with the result that extensive new uses and outlets were developed. Utilization of aluminum was particularly noteworthy in the building and construction industry, which became the leading user of that metal in 1947. The shortages of steel sheet and galvanized iron in particular led to the wide substitution of aluminum in sheet metal work. The manufacture of transportation equipment also took large quantities of aluminum in 1947.

The aluminum reduction plants in the Columbia River basin had a somewhat mixed experience in 1947. Pig aluminum became relatively abundant early in the year, and with the easing of prices an important reduction plant at Longview, Washington, was shut down in June. On the other hand, a renovated surplus war plant at Tacoma was put in operation by private interests late in the year. Shortages of electric power have prevented the re-opening of the Longview plant and it is probable that 1948 operations will be on a generally curtailed basis. Aluminum reduction by the electrometallurgical process requires huge amounts of cheap electric energy, and the growth of population and industry in the Northwest, together with the release of some of the Grand Coulee generators to the Shasta plant in California, has created a very tight power situation in the Columbia basin area and its interconnected grid system in Oregon and Washington.

Output of Shipbuilding Industry Greatly Reduced

District shipbuilding output and employment continued to shrink in 1947, and new ship construction has practically reached the vanishing point. Four merchant vessels were delivered during the year under the Maritime Commission building program—three cargo carriers at Portland in March and April, and a large combination passenger-cargo liner at San Francisco in December. One additional passenger-cargo vessel, the last of ten ships originally designed as troop transports, remains to be delivered. This will complete the Maritime Commission's contracts on the Pacific Coast. Aside from a few small naval vessels and some fishing boats, no other ship construction of ocean-going types was under way in 1947. A fair amount of reconditioning and reconversion work was carried out, chiefly of laid-up naval tankers, in order to augment the commercial tanker tonnage of the east coast.

Aircraft Industry Had Generally Unsatisfactory Year

The aircraft industry also experienced a generally unsatisfactory year in 1947. Gross revenues for the industry as a whole were about equal to those of 1946, but costs increased and the industry net loss was expected to be about double that of 1946 after tax adjustments. Commercial business in 1947 proved very disappointing and was responsible for most of the losses sustained. Some airplane producers were severely affected by cancellations of orders from commercial airlines. Others were forced to absorb large additional costs in modifying planes which had previously been accepted for commercial flying. Military orders, while sufficient to keep the industry functioning, were still far below the volume required to encourage the maintenance of adequate engineering staffs or to secure production on a really economic basis. The backlog of orders held by aircraft producers at the end of 1947 was approximately $1 billion, nine-tenths of which was government business. A considerable part of this is represented by development work in rockets, guided missiles and other research in non-aircraft products. Employment in airframe and aircraft parts plants in 1947 averaged slightly below that of 1946.

Additional Authorizations for Canada Announced by ECA

Additional procurement authorizations for Canada authorized by the Economic Co-operation Administration (ECA) on July 18 bring the Canadian total to $146·7 million. New authorizations were: oilcake and/or meal, $1,075,150; flaxseed (linseed), $2,125,440; aluminum, $650,000; wood pulp, $371,000; and ammonium nitrate, $112,038. Decreases in existing authorizations announced at the same time were: nickel, $100,000; and fertilizer, $130,000.

Hop Growing Important Industry in Tasmania

Sydney, June 15, 1948.—(FTS)—Hop growing is an important agricultural industry of Tasmania. The hops are all used within the Commonwealth of Australia. Protection of the hop fields from wind is most important and these small fields in Tasmania are usually surrounded by rows of Lombardy poplars, imported for this purpose. There is a voluntary Hop Growers' Association, which promotes the interest of hop producers.

Higher Food Subsidies Provided By Eire's Budget for this Year

Of subsidy payments totalling £15,100,000, a total of £9,650,000 will be for flour—Estimated expenditures in 1948-49 of £71,283,000 and revenues of £70,508,000 prepared by preceding government in office—Inflationary trends apparent.

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

DUBLIN, May 6, 1948.—Eire estimates that food subsidies will amount to £15,100,000 in the 1948-49 fiscal year, of which £9,650,000 will be for flour from wheat imported at heavy cost, which compares with a total of £4,400,000 last year. In presenting his budget, the Minister of Finance takes into account provisions of the International Wheat Agreement, which allocates 360,000 metric tons a year to this country for the next five years, at prices much lower than those paid for imported wheat already purchased. It is proposed, therefore, to average subsidy payments over the following four years, thus reducing this year's estimate by about £2,500,000. If the price of imported wheat, estimated at \$2 per bushel, should work out at less, the saving would affect the budget more favourably. Other reductions are planned.

The first budget brought down by the Inter-Party Government, which has been in office for less than three months and succeeds one in office for fifteen years, provides for expenditures of £71,283,000, of which £800,000 for capital costs will be met by borrowing. Revenues are estimated at £70,508,000, thus providing a nominal surplus of £25,000.

Budget Estimates Not Revised

Estimates of revenue and expenditure for 1948-49 had been prepared by the preceding government and were being printed when Mr. P. McGilligan took over his portfolio. When they were published, he warned that he accepted no responsibility for their form or amount. The new government was proceeding to implement its own program, and the time factor had not permitted the necessary examination and recasting of the estimates.

The pre-election program of the present government included reduction of the cost of living, retrenchment in public expenditure, improvement in social services and repeal of certain increased duties on beer, tobacco and cinemas. These duties, imposed last fall by the former government, were designed to obtain revenue needed to offset simultaneously increased subsidies on bread, flour, tea and sugar—items figuring largely in the cost-of-living index. The paradox was soon experienced of the cost-of-living index being held down while the actual cost of living went up. The beer, tobacco and cinema duties were repealed, as promised, shortly after the government took office.

In the new budget the estimates of expenditure, already prepared, amount to £77·3 million, but from this sum is deducted £6·6 million for economies and subsidy adjustments, and £·6 million is added for increases in social services. The revenue side similarly consists of the original estimates of £59·6 million of tax revenue, £8·9 million of non-tax revenue, and £1·9 million additional tax revenue, derived from altered duties on beer, wine, motor vehicles and hydro-carbon oils.

The estimates already included more revenue from income tax, as the standard rate effective April 6, 1948, was fixed last fall at 7s. in the

Eire—Air photograph of Dublin. Food subsidies amounting to £15,100,000 for the fiscal year 1948-49 were budgetted by Eire's Minister of Finance. Flour from wheat, imported at heavy cost will account for £9,650,000 of this total.

pound, an increase of 6d. over last year's rate. The present budget resolutions give legal effect to the new rate. The Minister expects an increase of £450,000 from the current beer duty by shortening the two months' credit formerly allowed brewers, so that in the current financial year duty for thirteen months' brewings will be received.

The wine duties were doubled in 1946 and doubled again in 1947, with the result that consumption and revenue fell off through the operation of the law of diminishing returns. They have now been set at 25 per cent above those imposed in 1946, and the Minister estimates an increase in revenue of £250,000 on that item. Increased motor-vehicle duties, in the form of high road taxes, imposed last fall, are expected to yield £300,000 this year.

Tariff and Other Duties also Increased

The customs duties on motor spirits, diesel oil, etc., are increased by 5d. per gallon, i.e. from 9d. to 1s. 2d. per gallon, to yield a further £910,000. The current retail price of gasoline in Dublin will now be 2s. 9d., say 55 cents per gallon. The Minister records that gasoline consumption has increased from 18 million gallons in 1945-46 to 31·5 millions in 1946-47 and to 38·5 millions in 1947-48. This is almost as high as the 1938-39 figures. Mr. McGilligan mentioned that he has also had in mind the fact that petrol entails dollar expenditure.

Entertainments duty, twice increased last year, failed to produce the expected revenue, because cinemas took advantage of the "live" entertainment exemptions by having a pianist play to an empty house for a couple of hours and then giving their normal length of film showings. The exemption from duty will now be granted only when the entertainment is wholly of a personal character. The cinema rate of duty will apply when the entertainment consists either wholly or partly of a cinematographic exhibition.

Economies Effected by Reduced Spending

The budget economies of £6·6 million on the earlier estimates of expenditure are derived from reductions in many directions, including limitation of government spending on productive or socially desirable projects and services. A principal item is a reduction of £750,000 in the defence estimates. Social insurance schemes will involve higher contributions from employers, employees and the state rather than the "cash supplements" formerly granted out of the Exchequer to provide for increased benefits. In this way £500,000 is to be saved.

Saving of £300,000 in expenditures on turf (peat) schemes, airports and other services is effected, though the saving through the decision to abandon the Trans-Atlantic Air Service will be offset by last year's serious losses on the other air services.

Tea, a much appreciated beverage in Eire, is now in good supply, and the ration is to be increased shortly to two ounces a week from the present one and a half ounces. The subsidy on tea will cost the budget £487,000, but this will be reduced to £155,000 by reducing traders' margins and by charging the full economic price to hotels and catering establishments.

The cost of the sugar subsidy, estimated at £1 million this year, is to be reduced soon by charging 7½d. per pound to manufacturers and 6¼d. a pound to hotels and caterers instead of the subsidized price of 4d. a pound. The reduction in sugar subsidy thereby achieved will be £320,000 this year. The subsidies on margarine and oatmeal are abolished, to effect a saving of £195,000 a year. This action was roundly condemned by the Opposition, as affecting the pocket of the workingman. The butter subsidy is to save £155,000 when the full economic price for butter is charged to hotels and caterers. These measures will result in a reduction of £3 million in the provision of £15,143,000 for food subsidies.

Old-age pensions are to be increased from 2s. 6d. to 5s. a week to a maximum of 17s. 6d. a week. The cost will be £600,000, to cover 150,000 existing old-age pensions and 22,000 other cases, such as non-contributory widows' and orphans' pensions.

Foreign Travel Restrictions Relaxed

A maximum allowance of £35 for an adult and £25 for a child under 16 years is allotted for pleasure travel in the ten months beginning July 1, 1948, to destinations in most European countries—Austria, Denmark, France, Italy, the Netherlands, Norway, Portugal, Spain, Sweden and Switzerland. The allowance is additional to the cost of travel tickets from Ireland to the holiday centre abroad. Applications for business, health or educational travel continue to be dealt with on their merits, apart from the foregoing relaxation.

The depletion of external assets in 1947 resulted from an abnormal excess of merchandise imports over exports. This excess was £91·1 million in 1947 as compared with £33·4 million in 1946 and £17·2 million in 1938. Invisible income failed to cover last year's trade deficit.

While the imports replenished depleted stocks and improved industrial output, the continued drain of the trade deficit on external capital cannot be long sustained without affecting the future standard of living. The Minister urges greater production, especially for export, to avoid spending external capital on consumption goods and to find more capital from current rather than past savings.

Inflationary Trends Apparent

Recent statistics on national income are not available, but it is apparent that monetary resources are increasing faster than is warranted by improvement in production.

Inflationary trends are evident from the rise of monetary circulation in 1947 by £3,844,000, or 8 per cent. Bank debits increased by 19 per cent. Bank advances rose by £31·5 million, or 55 per cent.

Income from abroad, chiefly from tourists from Great Britain, considerably increased.

Agricultural prices rose by 15 per cent, while agricultural output in 1947 was 3 per cent less than in 1946.

Despite additional subsidies, the cost-of-living index rose by nearly 11 per cent.

Industrial production as a whole recovered in 1947 to 4 per cent above the prewar volume. Imports in 1947 were about one-fifth above the 1939 volume, though in value they exceeded three times the 1939 figure. However, exports were one-third below the 1939 volume and showed a rise in value of only 40 per cent.

Allowing for tourist purchases, the quantity of goods available for domestic consumption, both from home production and imports, cannot have been much in excess of the prewar level.

The Minister urged a standstill to the high levels of profits and rents, wage and salary increases to offset the dangerous inflationary trend.

Abolition in 1946 of excess corporation profits tax and excess surtax did not bring about the expected fall in prices, and excessive profits are still being taken by trade and industry. The community was warned by the Minister that it may be necessary to revive the controls, unless greater production, greater efficiency and reduced prices are achieved, with consequent increase in the purchasing power of current incomes.

Shipping Services to Mexico

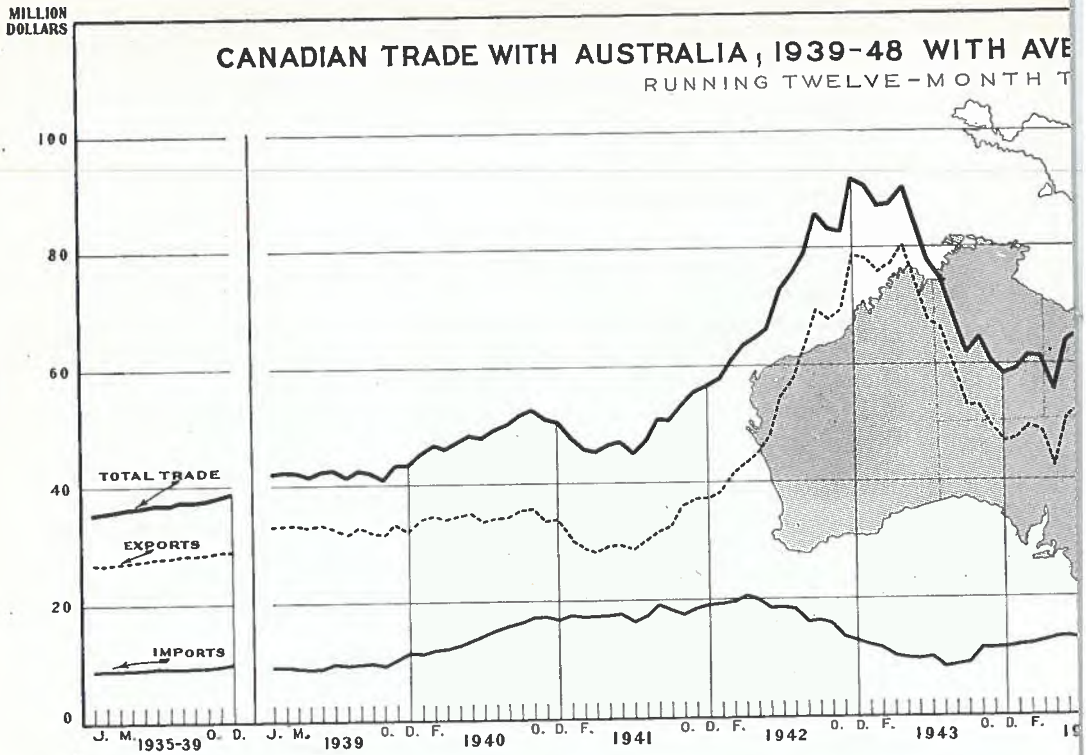
A reader reports a misunderstanding of a statement which appeared in the July 10th issue of *Foreign Trade* concerning shipping services between Canada and Mexico. In case this misunderstanding is general, reference is invited to the Transportation Section, which is a regular feature of this publication, for details of sailings from all Canadian seaports to Mexico. The following shipping lines operate regular services between Canada and Mexico and are in a position to give full information to shippers:

East Coast:

- Federal Commerce and Navigation Company, Limited, 37 Front Street East, Toronto;
- McLean Kennedy, Limited, Coristine Building, Montreal;
- Swedish American Line, 600 Dorchester Street West, Montreal.

West Coast:

- C. Gardner Johnson Limited, 991 Hastings Street West, Vancouver.


MILLION DOLLARS
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J. M. 1935-39 O. D.
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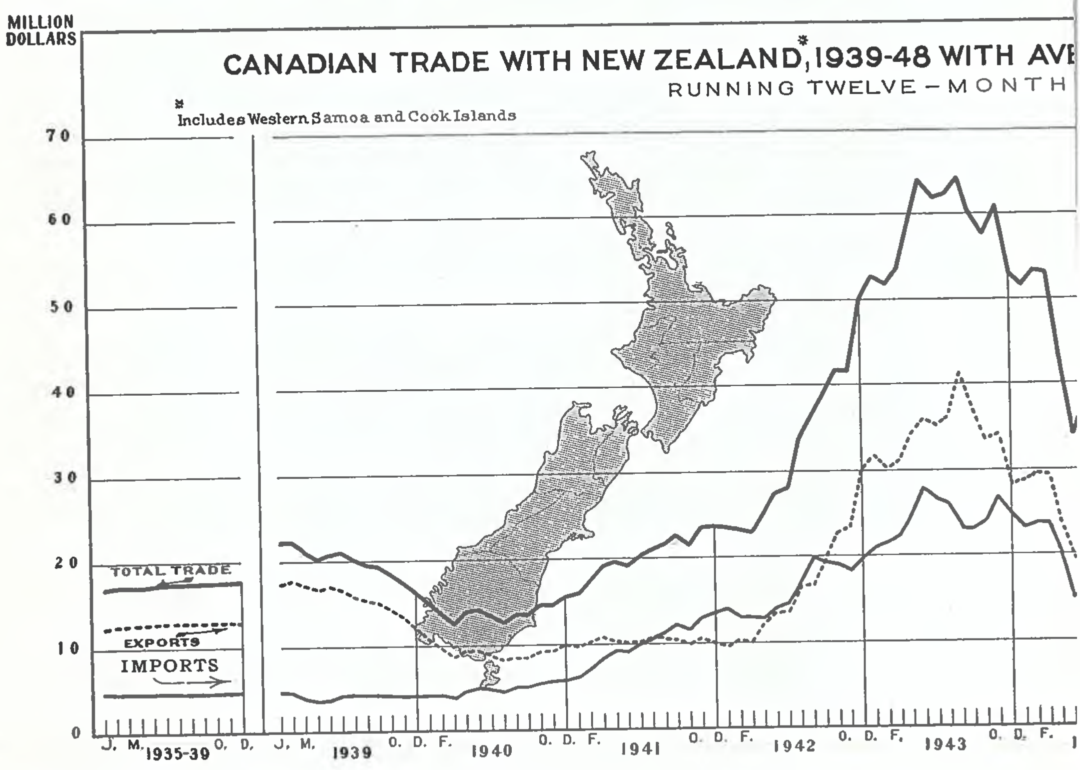
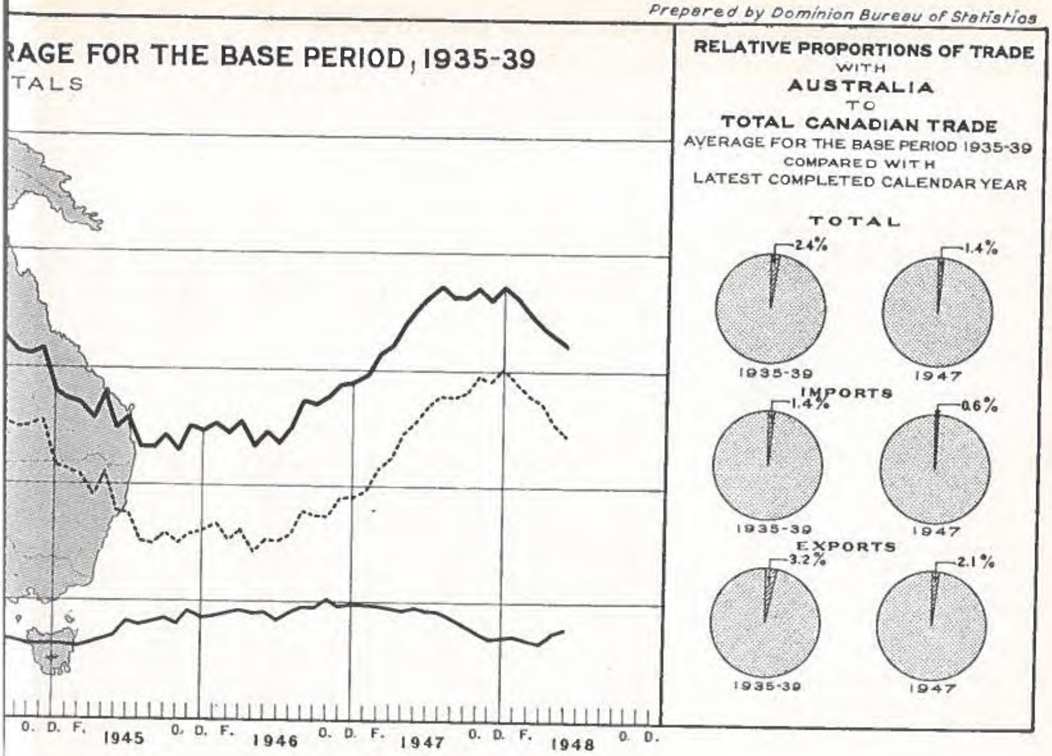
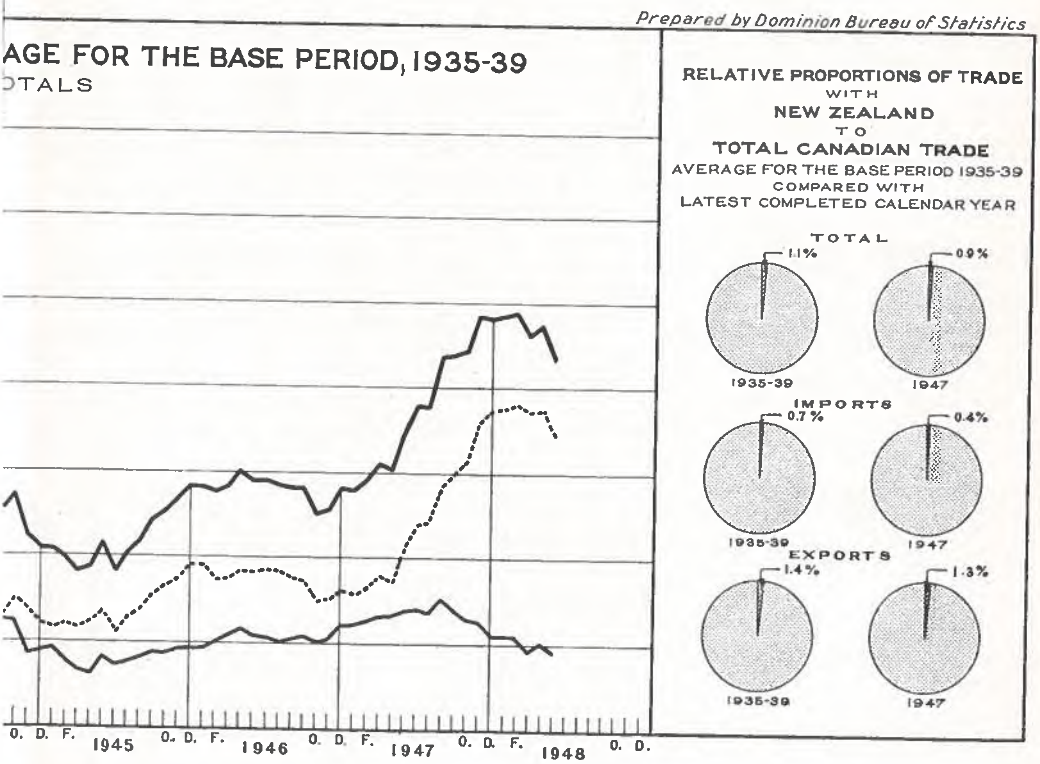

MILLION DOLLARS
CANADIAN TRADE WITH NEW ZEALAND*, 1939-48 WITH AVE
RUNNING TWELVE-MONTH
* Includes Western Samoa and Cook Islands
70
60
50
40
30
20
10
0
TOTAL TRADE
EXPORTS
IMPORTS
J. M. 1935-39 O. D.
J. M. 1939 O. D. F. 1940 O. D. F. 1941 O. D. F. 1942 O. D. F. 1943 O. D. F.


Prepared by Dominion Bureau of Statistics
RAGE FOR THE BASE PERIOD, 1935-39
TALS
RELATIVE PROPORTIONS OF TRADE
WITH
AUSTRALIA
TO
TOTAL CANADIAN TRADE
AVERAGE FOR THE BASE PERIOD 1935-39
COMPARED WITH
LATEST COMPLETED CALENDAR YEAR
TOTAL
2.4%
1.4%
1935-39
1947
IMPORTS
1.4%
0.6%
1935-39
1947
EXPORTS
3.2%
2.1%
1935-39
1947
O. D. F. 1945 O. D. F. 1946 O. D. F. 1947 O. D. F. 1948 O. D.


Prepared by Dominion Bureau of Statistics
AGE FOR THE BASE PERIOD, 1935-39
OTALS
RELATIVE PROPORTIONS OF TRADE
WITH
NEW ZEALAND
TO
TOTAL CANADIAN TRADE
AVERAGE FOR THE BASE PERIOD 1935-39
COMPARED WITH
LATEST COMPLETED CALENDAR YEAR
TOTAL
1.1%
0.9%
1935-39
1947
IMPORTS
0.7%
0.4%
1935-39
1947
EXPORTS
1.4%
1.3%
1935-39
1947
O. D. F. 1945 O. D. F. 1946 O. D. F. 1947 O. D. F. 1948 O. D.

Canadian Imports, by Commodities

Commodity	May 1938	May 1947	May 1948	January-May 1938	January-May 1947	January-May 1948
	(Millions of Dollars)					
Groups—						
Agricultural, Vegetable Products	14·4	34·6	32·1	49·6	143·4	132·5
Animals and Animal Products	2·0	6·8	5·7	11·6	37·4	33·4
Fibres, Textiles and Products	6·9	40·4	34·1	38·8	183·7	149·4
Wood, Wood Products and Paper	2·7	8·2	6·4	13·1	37·3	32·0
Iron and Products	17·2	68·7	66·2	73·9	293·2	324·0
Non-Ferrous Metals and Products	3·6	15·4	15·1	16·5	63·5	63·2
Non-Metallic Minerals, Products	12·7	38·8	45·6	42·2	152·6	204·6
Chemicals and Allied Products	3·3	11·8	10·0	13·1	48·6	49·2
Miscellaneous Commodities	4·5	15·6	9·8	18·9	66·0	48·9
Total Imports for Consumption	67·1	240·3	225·1	277·7	1,025·7	1,037·1
	(Thousands of Dollars)					
Agricultural, Vegetable Products—						
Fruits	2,172	7,546	4,344	7,152	31,544	18,930
Nuts	278	933	4,166	1,168	10,830	14,871
Vegetables	1,038	3,802	1,090	3,828	12,706	4,028
Grains and products	2,262	2,460	2,306	7,917	11,592	12,422
Sugar and products	3,103	7,994	7,695	6,110	14,673	22,975
Cocoa and chocolate	264	1,307	1,957	737	5,196	6,626
Coffee and chicory	482	978	1,552	1,889	7,064	9,286
Tea	835	2,123	1,191	3,760	8,346	5,772
Beverages, alcoholic	501	716	902	2,112	4,736	5,133
Gums and resins	116	652	529	532	2,981	2,656
Oils, vegetables	1,326	880	3,285	5,875	10,439	10,342
Rubber and products	1,138	3,525	2,034	4,004	14,080	12,629
Tobacco	231	315	252	843	1,388	1,391
Vegetables products, other	617	1,402	790	3,721	7,840	5,388
Total	14,363	34,631	32,095	49,649	143,417	132,467
Animals and Animal Products—						
Fish and fishery products	131	259	347	742	1,720	1,552
Furs and products	514	1,425	2,120	3,456	10,626	12,516
Hides and skins, raw	168	771	543	1,059	6,343	3,704
Leather, unmanufactured	201	547	439	1,016	2,968	2,135
Leather, manufactured	162	730	426	1,093	3,201	2,512
Animal oils, fats, greases	131	933	182	372	2,151	4,936
Animals and products, other	684	2,156	1,661	3,862	10,387	6,049
Total	1,991	6,822	5,718	11,599	37,396	33,403
Fibres, Textiles and Products—						
Cotton, raw and linters	1,185	6,708	5,674	5,474	27,742	29,078
Cotton products	1,227	12,726	6,807	7,322	65,580	30,983
Flax, hemp, jute and products	703	2,840	4,090	3,539	14,005	11,654
Silk and products	495	715	390	2,782	4,038	1,865
Wool, raw and unmanufactured	786	4,179	5,290	4,813	12,658	19,503
Wool products	1,034	5,195	6,449	7,246	22,021	28,013
Artificial silk and products	253	3,935	2,490	1,558	17,499	11,688
Textile products, other	1,200	4,130	2,954	6,086	20,129	16,585
Total	6,883	40,426	34,142	38,821	183,671	149,369
Wood, Wood Products and Paper—						
Wood, unmanufactured	494	1,738	907	2,241	7,264	5,481
Wood, manufactured	411	1,695	1,357	1,814	7,427	6,012
Paper	641	2,145	1,561	3,135	9,885	7,482
Books and printed matter	1,160	2,591	2,604	5,907	12,758	12,979
Total	2,705	8,169	6,429	13,097	37,333	31,954
Iron and Its Products—						
Iron ore	137	1,205	1,406	270	1,592	1,619
Scrap	122	176	1,068	328	748	3,979
Castings and forgings	324	893	788	1,051	4,160	3,766
Rolling mill products	2,873	6,661	6,989	10,210	30,405	33,736
Pipes, tubes and fittings	315	1,140	1,446	1,018	4,726	6,557
Wire and chain	174	738	1,109	990	3,833	4,813

Canadian Imports, by Commodities—*Concluded*

Commodity	May			January-May		
	1938	1947	1948	1938	1947	1948
	(Thousands of Dollars)					
Iron and Its Products—Con.						
Farm implements and machinery	2,363	9,601	11,706	9,891	41,663	57,147
Hardware and cutlery	191	903	858	917	4,356	4,090
Household machinery	300	1,184	1,543	1,076	5,274	6,077
Mining, metallurgical machinery	511	919	1,770	2,151	3,341	7,860
Business, printing machinery	586	2,146	2,078	2,782	8,732	11,706
Other non-farm machinery	2,175	14,692	13,450	11,054	61,509	73,201
Tools	232	1,256	983	1,001	5,405	4,804
Autos, freight and passenger	1,919	6,528	2,405	7,197	26,017	6,641
Automobile parts	2,292	8,208	8,146	11,349	38,099	42,073
Other vehicles, chiefly iron	255	1,312	1,087	797	5,431	5,340
Engines and boilers	759	3,871	4,567	4,278	16,541	23,272
Cooking and heating apparatus	162	1,406	529	511	6,375	3,242
Iron products, other	1,479	5,822	4,286	7,031	25,037	24,081
Total	17,168	68,660	66,214	73,904	293,244	324,005
Non-Ferrous Metals and Products—						
Aluminium and products	364	1,516	1,957	1,649	4,988	4,841
Brass, copper, and products	300	1,266	985	1,531	5,408	4,817
Tin	229	969	439	976	2,042	2,112
Precious metals (except gold)	216	1,359	1,396	1,331	5,605	6,055
Clocks and watches	158	745	342	837	3,452	2,166
Electrical apparatus, n.o.p.	1,148	5,965	6,126	5,529	28,685	28,317
Non-ferrous products, other	1,137	3,598	3,816	4,657	13,312	14,911
Total	3,553	15,418	15,062	16,510	63,493	63,220
Non-Metallic Minerals, Products—						
Clay and products	773	2,014	2,679	3,436	9,160	12,054
Coal	3,149	10,730	10,810	13,388	49,113	61,407
Coal products	340	1,030	1,720	1,384	4,373	7,503
Glass and glassware	629	3,615	2,930	2,643	13,218	11,289
Petroleum, crude	4,654	12,349	15,952	11,353	42,570	68,496
Petroleum products, n.o.p.	1,919	5,815	7,473	4,990	20,791	29,717
Stone and products	522	1,598	1,659	2,834	6,216	5,976
Non-metallic products, other	689	1,639	2,331	2,156	7,130	8,120
Total	12,674	38,790	45,554	42,183	152,571	204,562
Chemicals and Allied Products—						
Acids	143	350	375	641	1,489	1,664
Cellulose products	144	539	364	754	2,620	1,978
Drugs and medicines	346	1,636	1,376	1,607	5,813	6,066
Dyeing and tanning materials	256	1,039	861	1,444	4,500	4,122
Fertilizers	464	872	433	983	2,921	2,516
Paints and varnishes	318	1,182	1,254	1,405	5,277	6,413
Inorganic chemicals, n.o.p.	785	1,214	1,354	2,650	5,244	6,105
Synthetic resins and products	78	1,871	1,381	340	8,104	6,724
Chemical products, other	721	3,054	2,633	3,254	12,592	13,613
Total	3,256	11,757	10,033	13,079	48,560	49,200
Miscellaneous Commodities—						
Films	140	290	243	645	1,143	1,412
Toys and sporting goods	234	928	381	831	3,097	1,325
Refrigerators and parts	200	1,087	473	764	4,393	2,891
Musical instruments	101	493	345	528	2,170	1,421
Scientific equipment	382	1,455	1,453	1,704	6,789	7,450
Aircraft and parts	359	855	612	1,260	4,961	3,177
Works of art	80	209	170	505	814	611
Canadian Tourists' purchases	701	1,289	41	2,640	5,139	199
Parcels of small value	415	2,585	521	1,891	11,559	3,032
Wax, mineral and vegetables	32	314	165	181	1,503	955
Miscellaneous consumer goods	466	1,525	750	2,089	5,954	2,746
Miscellaneous, other	858	2,298	2,412	3,625	10,423	14,153
Canadian goods returned	163	1,104	596	875	3,079	2,735
Non-commercial articles	400	1,204	1,687	1,367	4,973	6,792
Total	4,530	15,635	9,847	18,904	65,998	48,899

Future United Kingdom Coal Exports Depend on Quality and Price

European coal production improving—Demand is for definite types of coal—British coal to replace present United States sources—National Coal Board reports heavy loss on operations during past year.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, July 15, 1948.—Quality of product and competitive prices are likely to become increasingly important to the British coal industry in its drive for exports, as the present world shortage is overtaken. The report of the National Coal Board for 1947 emphasizes these requirements, pointing out that the long-term outlook for coal exports is not easily forecast. Canada's position as a regular importer of United Kingdom anthracite ensures her interest in the efforts being made to re-establish the trade on the prewar scale.

International trade in coal improved considerably in 1947 and bids fair to make further gains in 1948. European production in 1947 (excluding USSR) was 84 per cent of prewar. Consequently the emphasis has shifted. It is no longer coal that is short, but certain types of coal. As the shortage eases, the importing countries in Europe and elsewhere become more particular about the coal they wish to buy. The real testing time has yet to come: the National Coal Board has not only to produce enough coal for export, but to produce good coal of the kinds importing countries want. For the next few years the way is fairly clear, as there is still a shortage of most kinds of good coal, but as time goes on the demand for British coal will depend more and more on the cost at which it can be mined and the prices at which it is sold.

British Coal Will Aid ERP

The National Coal Board draws particular attention to the part which the United Kingdom industry must play in reducing the present need for United States coal in Europe. Britain is committed under the European Recovery Program to a considerable increase in both output and export of coal over the next four years. By 1951 production must total 245,000,000 tons, of which 41,000,000 tons will be for exports and bunkers. The total program for export includes 28,500,000 tons for countries participating in the European Recovery Program and 4,500,000 tons for other countries.

The Report states that these targets will be hard to achieve. Apart from the physical problem of increasing output, there will remain the commercial task of selling each year more British coal to countries which have had to do without it for many years and are being offered coal in increasing quantities by Germany and Poland.

National Coal Board Reports Heavy Deficit on Operations

The Report shows that a net deficit of £23,250,000, including losses on colliery working of £9,200,000, was incurred during 1947. In the first quarter of 1948, however, the collieries earned an operating profit. The mined output increased by 6,000,000 tons last year. Higher wages and other benefits for the miners increased the cost of production by 2s. 6d. a ton and the cost of production as a whole was about 4s. 3d. a ton more than in 1946.

Industrial Inquiries

Firms in foreign countries consider Canada as a possible market for their products, some of which may be manufactured here for domestic consumption and for export. The following inquiries have been received by the Industrial Development Division, Foreign Trade Service, which is in a position to furnish information concerning the company concerned and its product. In submitting requests for further details, the file number should be quoted:

Domestic Refrigerator—Netherlands inventor, who enjoys a wide reputation abroad and in the United States for past performances in the invention field, desires to contact a Canadian firm with good mass production and distribution facilities, with the object of entering into an arrangement whereby a new type of domestic refrigerator would be produced under royalty or licence and with world-wide export privileges. According to the information at hand, this type refrigerator can be operated by electricity, gas or oil, and is therefore adaptable to all parts of the country. It has no moving parts, such as a motor or compressor, can therefore be produced cheaply, and requires practically no repairs or service. It would appear to meet the needs of the low price mass market, including that embracing low price housing and apartment projects and rural areas. (File 5-1138.)

Lumber Pilers—Swedish inventor has perfected a new device for the purpose of piling planks and boards in lumber yards, which he desires to have manufactured and sold in Canada under royalty or licence arrangements. (File 5-1165.)

Floor Polisher—United States firm has produced a new type which it would like to have manufactured and distributed in Canada under licence or royalty arrangements. (File 5-1132.)

Metal Ironing Boards—British firm has patented and is now producing a metal ironing board which it desires to have manufactured in Canada under royalty or licence arrangements. (File 5-1140.)

Drawing Board—Belgian engineer has perfected and patented a new type of draftsman's drawing board which he desires to have produced in Canada either by outright sale of patents or by licence or royalty arrangements. (File 5-932.)

Soap Formula—German industrial chemist, who has developed formulae in connection with the manufacture of soap, soap powders, flakes and tablets desires to interest Canadian soap manufacturers in his formulae. He would like to emigrate to Canada to perfect these formulae and continue further research in the field of soap production. This man is a graduate of the University of Berlin and Brunswick University, and apparently has wide knowledge as a pharmaceutical and industrial chemist. At the moment his soap formulae are being used extensively by a large British soap manufacturer, and he has good references. (File 5-817.)

Asphalt Roofing Compound—Canadian firm, which heretofore has been importing asphalt roofing compound from the United States desires to contact a firm in a position to manufacture and package this material in Canada, under the specifications and label of the United States producer.

Rubber Moulds—Canadian source requests the names of firms in Canada now producing or capable of producing rubber moulds for the moulding of plaster of paris or imitation marble.

Total Revenue from Australian Wool Clip Expected to Establish a Record

Sydney, June 15, 1948.—(FTS)—The 1947-48 clip of the Commonwealth is likely to realize the record total of £145 million in Australian currency. The amount exceeds by £52,664,060, the previous highest figure, £92,335,940 received in 1946-47 and is more than double the average wool revenue realized during the wartime appraisement seasons. The results are a record from the standpoint of Australian currency, but the world parity of values has been higher. In April, 1920, Bradford 64's tops were quoted at 166 pence per pound compared with the top figure of 100 pence sterling this season; however, the 1920 experience was of short duration in contrast to the maintenance of the market in 1947-48. In November, 1924, Bradford 64's tops reached 81 pence, but by April, 1925, had receded to 51 pence.

Trade and Tariff Regulations

Bermuda Allots Dollar Quotas for Remainder of Year

Hamilton, July 3, 1948.—(FTS)—The Bermuda Supplies Commission has advised importers that the dollar quotas which have been allotted to them for the second six months of 1948 are available as from June 28, 1948. The quotas for the second six months are the same as for the first six months of 1948.

Tomato Imports to Eire Temporarily Prohibited

Dublin, July 5, 1948.—(FTS)—By an order of the Minister for Agriculture, the importation of raw tomatoes into Eire is prohibited from July 1, 1948, to October 31, 1948, inclusive, save under licence granted by the Minister, under the Tomato (Regulation of Import) Order, 1948. This is the customary measure introduced each season for the protection of the home producer.

Eire Reimposes Quotas on Rubber Tires and Footwear

Dublin, July 5, 1948.—(FTS)—By six orders issued under the authority of the Control of Imports Acts 1934 and 1937, quota control on rubber tires and rubber footwear, which had been suspended since February 10, 1942, has been reimposed on imports of these goods into Eire. The new quotas, which are for the twelve-month period August 1, 1948, to July 31, 1949, are as follows: Pneumatic tires for motor vehicles, 10,000 articles; inner tubes for motor vehicles, 10,000 articles; pneumatic tires for bicycles and tricycles (including motor), 90,000 articles; inner tubes for bicycles and tricycles, 70,000 articles; rubber boots and shoes, 200,000 articles; rubber and canvas heeled shoes, 10,000 articles.

These quotas are allocated among registered Eire importers on application, and a licence is granted to each to import his share of the quota within the quota period.

A licence issued in pursuance of any of the foregoing orders does not obviate the necessity for a Payments Abroad (Import) Permit which the importer must obtain to secure release of exchange for payment for imports from non-sterling countries.

Mexico Suspends Exchange Operations in United States Dollars

Mexico City, July 24, 1948.—(FTS)—On July 22 the Bank of Mexico suspended all exchange operations in United States dollars owing to balances being below the legal limit for gold coverage. Today some transactions were being made at an average of 6·50 pesos to the United States dollar, the previous rate being 4·86 pesos. Wholesale and retail prices are immediately increasing in proportion to this change.

Consultations are proceding with Washington and the International Monetary Fund, and it is impossible to forecast whether a new rate of exchange will be established or whether the peso will be permitted to reach its own level. It is not believed that foreign exchange control will be brought into force when the prohibition of dollar transactions is lifted.

Trade Commissioners on Tour

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

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Toronto—Canadian Manufacturers' Association.
Vancouver—H. W. Brighton, Department of Trade and Commerce, 355 Burrard Street.
Winnipeg—Canadian Manufacturers' Association.

R. G. C. Smith, Commercial Secretary for Canada in Havana for the past two years, is touring those sections of this country that are principally concerned in exports to the southern market. On completion of his tour, he will sail for Rome to which he has been posted as Commercial Secretary for Canada.

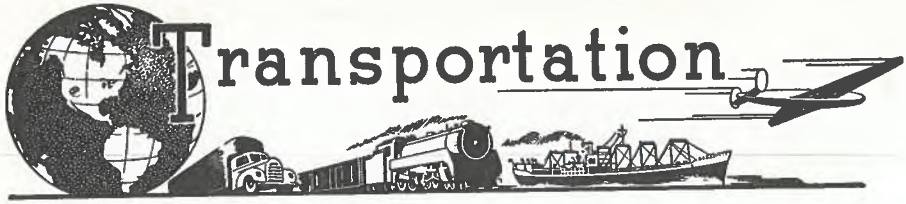
Saint John—August 24-26.
Halifax—August 27-September 2.
Charlottetown—September 3-4.
Penticton—September 13-14.
Vancouver—September 16-21.

M. B. Palmer, Canadian Trade Commissioner in Kingston, Jamaica, has returned to this country on tour, which commenced in Montreal on June 14, 1948. He will discuss with interested businessmen factors affecting trade relations between this country and Jamaica.

Sarnia—July 31.
London—August 3.
Guelph—August 4.
Kitchener—August 5.
Winnipeg—August 9.
Calgary—August 12.

Foreign Trade Index

The Index to *Foreign Trade* for the Six Months ending December, 1947, is being distributed to all subscribers of this publication. Anyone who has not received their copy by July 31, 1948, should notify the Publicity Division, Department of Trade and Commerce, Ottawa.



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.
†Calls at Quebec about three days later.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	August 24–28	*Melampus*	Cunard Donaldson
Africa-East—			
Lourenço Marques	August 1–14	*Fantee*	Elder Dempster
Lourenço Marques	August 6–10	*Cumberland County*	March Shipping
Lourenço Marques	August 8–18	*Cabano*	Elder Dempster
Lourenço Marques	August 18–28	*Daltonhall*	Elder Dempster
Lourenço Marques	August 25–28	*Vancouver County*	March Shipping
Lourenço Marques	Aug. 28–Sept. 8	*Freetown*	Elder Dempster
Lourenço Marques	September 9–20	*Cargill*	Elder Dempster
Lourenço Marques	September 21–25	*Yarmouth County*	March Shipping
Beira	August 18–28	*Daltonhall*	Elder Dempster
Beira	September 9–20	*Cargill*	Elder Dempster
Lourenço Marques, Beira, Mombasa	August 14	*Angusglen*	Kerr Steamships
	September 2	*Norden*	Kerr Steamships
Africa-South— Cape Town, Port Elizabeth, East London, Durban	August 1–14	*Fantee*	Elder Dempster
	August 6–10	*Cumberland County*	March Shipping
	August 8–18	*Cabano*	Elder Dempster
	August 14	*Angusglen*	Kerr Steamships
	August 18–28	*Daltonhall*	Elder Dempster
	August 25–28	*Vancouver County*	March Shipping
	Aug. 28–Sept. 8	*Freetown*	Elder Dempster
	September 2	*Norden*	Kerr Steamships
	September 9–20	*Cargill*	Elder Dempster
	September 21–25	*Yarmouth County*	March Shipping
Argentina—			
Buenos Aires	August 1–5	†*Royal Prince*	Furness Withy
Buenos Aires	August 16–18	*Bowplate*	Cunard Donaldson
Buenos Aires	August 28–29	*Mormactide*	Montreal Shipping
Australia—			
Brisbane, Sydney, Newcastle, Geelong, Melbourne	September 5–10	*Port Caroline*	Montreal Australia New Zealand Line

Destination	Loading Date	Vessel	Operator or Agent
Australia—Con.			
Brisbane, Sydney, Geelong, Melbourne, Adelaide	July 28–Aug. 4	*Paparoa*	Montreal Australia New Zealand Line
Belgian Congo—			
Matadi	September 21–25	*Yarmouth County*	March Shipping
Belgium—			
Antwerp	August 2–7	*Ida Bakke* (r)	Montreal Shipping
Antwerp	August 5	*Prins Willem Van Oranje*	Shipping Limited
Antwerp	August 7–14	*Beckenham*	Cunard Donaldson
Antwerp	August 30–Sept. 3	†*Sein*	Furness Withy
Antwerp	August 10	*Hemsefjell*	Brock Shipping
Antwerp	August 14	*Prins Johan Willem Friso*	Shipping Limited
Antwerp	August 14	*Brant County*	Canada Steamships
Antwerp	August 18	*Prins Willem IV*	Shipping Limited
Antwerp	August 22	*Hada County*	Canada Steamships
Antwerp	August 22–28	*Westralia*	Montreal Shipping
Antwerp	August 24–30	*Tunaholm*	Swedish American
Antwerp	August 30	*Prins Alexander*	Shipping Limited
Antwerp	August 31	*Kent County*	Canada Steamships
Antwerp	September 3–10	*Beaconsfield*	Cunard Donaldson
Antwerp	September 8	*Prins Maurits*	Shipping Limited
Antwerp	September 11	*Hedel*	Shipping Limited
Antwerp	September 12	*Grey County*	Canada Steamships
Antwerp	September 15	*Prins Johan Willem Friso*	Shipping Limited
Antwerp	September 14–20	*Anatina*	March Shipping
Brazil—			
Rio de Janeiro, Santos	August 1–5	†*Royal Prince*	Furness Withy
	August 16–18	*Bowplate*	Cunard Donaldson
	August 28–29	*Mormactide*	Montreal Shipping
British Honduras—			
Belize	August 2–6	*Fort Panmure*	Saguenay Terminals
Canal Zone—			
Cristobal	August 2–6	*Fort Panmure*	Saguenay Terminals
Ceylon—			
Colombo	August 1–5	*Martha Kleppe*	McLean Kennedy
Colombo	August 5–10	*Gulfside*	March Shipping
Colombo	August 15–20	*City of Agra*	McLean Kennedy
Colombo	August 25–30	*A Ship*	March Shipping
Colombo	September 1–5	*City of Chelmsford*	McLean Kennedy
Colombo	September 4	*Höegh Silverwave*	Kerr Steamships
China—			
Shanghai	August 5–10	*City of Poona*	McLean Kennedy
Shanghai	August 7–10	*Ajax*	Cunard Donaldson
Shanghai	September 15	*City of Lucknow*	McLean Kennedy
Colombia—			
Barranquilla	August 9–12	†*Benny* (r)	Saguenay Terminals
Barranquilla	August 12–13	*Polykarp*	Swedish American
Barranquilla	September 2–5	†*Shakespeare Park*	Saguenay Terminals
Cuba—			
Havana, Santiago	August 25–30	*Danaholm*	Swedish American
Denmark—			
Copenhagen	August 24–30	*Tunaholm*	Swedish American
Copenhagen	August 30–31	*Bergamo*	Swedish American
Dominican Republic—			
Ciudad Trujillo	August 2–6	*Fort Panmure*	Saguenay Terminals
Ciudad Trujillo	September 2–5	†*Shakespeare Park*	Saguenay Terminals

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Eire—			
Dublin	August 18–22	*Lord O'Neill*	McLean Kennedy
Dublin }	September 8	*Irish Ash*	Shipping Limited
Cork }	September 24	*Irish Larch*	Shipping Limited
Egypt—			
Alexandria }	August 24–28	*Melampus*	Cunard Donaldson
Port Said }	September 10–14	*Sloterdyk*	Cunard Donaldson
Suez }			
Alexandria	September 4	*Höegh Silverwave*	Kerr Steamships
France—			
Le Havre	August 14	*Brant County*	Canada Steamships
Le Havre	Aug. 30–Sept. 3	†*Sein*	Furness Withy
Le Havre	August 22	*Hada County*	Canada Steamships
Le Havre	August 24–30	*Tunaholm*	Swedish American
Le Havre	August 31	*Kent County*	Canada Steamships
Le Havre	September 12	*Grey County*	Canada Steamships
Marseilles	August 2–5	*Capo Arma*	Furness Withy
Marseilles	September 2–5	*Capo Vita*	Furness Withy
Germany—			
Hamburg	August 2–7	*Ida Bakke* (r)	Montreal Shipping
Hamburg	August 7–14	*Beckenham*	Cunard Donaldson
Hamburg	August 22–28	*Westralia*	Cunard Donaldson
Hamburg	August 24–30	*Tunaholm*	Swedish American
Hamburg	September 3–10	*Beaconsfield*	Cunard Donaldson
Hamburg	September 14–20	*Anatina*	March Shipping
Gibraltar	{August 24–31	*Mont Gaspe*	Montreal Shipping
	{September 1–8	*Liguria*	Montreal Shipping
Greece—			
Piraeus	September 1–8	*Liguria*	Montreal Shipping
Guatemala—			
Puerto Barrios	August 2–6	*Fort Panmure*	Saguenay Terminals
Haiti—			
Port au Prince	August 2–6	*Fort Panmure*	Saguenay Terminals
Port au Prince	September 2–5	*Shakespeare Park*	Saguenay Terminals
Hong Kong	{August 5–10	*City of Poona*	McLean Kennedy
	{August 7–10	*Ajax*	Cunard Donaldson
	{September 15	*City of Lucknow*	McLean Kennedy
India and Pakistan—	{August 1–5	*Martha Kleppe*	McLean Kennedy
Karachi	{August 5–10	*Gulfside*	March Shipping
Bombay	{August 15–20	*City of Agra*	McLean Kennedy
Madras	{August 25–30	*A Ship*	March Shipping
Calcutta	{September 1–5	*City of Chelmsford*	McLean Kennedy
	{September 4	*Höegh Silverwave*	Kerr Steamships
Chittagong	August 25–30	*A Ship*	March Shipping
Italy—	{August 16–22	*Italo Marsano*	Montreal Shipping
Naples	{August 24–31	*Mont Gaspe*	Montreal Shipping
Genoa	{September 1–8	*Liguria*	Montreal Shipping
West Coast Ports	{August 2–5	*Capo Arma*	Furness Withy
	{September 2–5	*Capo Vita*	Furness Withy
Malaya—			
Penang }	August 24–28	*Melampus*	Cunard Donaldson
Port Swettenham }	September 10–14	*Sloterdyk*	Cunard Donaldson
Mediterranean—	{August 16–22	*Italo Marsano*	Montreal Shipping
Central and	{August 24–31	*Mont Gaspe*	Montreal Shipping
Western	{September 1–8	*Liguria*	Montreal Shipping
Mexico—			
Tampico }	August 28	*Salen*	Federal Commerce
Veracruz }			
Veracruz	August 25–30	*Danaholm*	Swedish American

Destination	Loading Date	Vessel	Operator or Agent
Netherlands— Amsterdam........ Rotterdam.........	August 2–7	*Ida Bakke* (r)	Montreal Shipping
	August 5	*Prins Willem Van Oranje.*	Shipping Limited
	August 7–14	*Beckenham*	Cunard Donaldson
	August 14	*Prins Johan Willem Friso.*	Shipping Limited
	August 18	*Prins Willem IV*	Shipping Limited
	August 22–28	*Westralia*	Montreal Shipping
	August 30	*Prins Alexander*	Shipping Limited
	September 3–10	*Beaconsfield*	Cunard Donaldson
	September 8	*Prins Maurits*	Shipping Limited
	September 11	*Hedel*	Shipping Limited
	September 14–20	*Anatina*	March Shipping
	September 15	*Prins Johan Willem Friso.*	Shipping Limited
Rotterdam..........	August 10	*Hemsefjell*	Brock Shipping
Rotterdam..........	August 14	*Brant County*	Canada Steamships
Rotterdam..........	August 22	*Hada County*	Canada Steamships
Rotterdam..........	August 24–30	*Tunaholm*	Swedish American
Rotterdam..........	August 31	*Kent County*	Canada Steamships
Rotterdam..........	September 12	*Grey County*	Canada Steamships
Netherlands East Indies— Batavia.......... Soerabaya......... Samarang.......... Cheribon..........	August 24–28	*Melampus*	Cunard Donaldson
	September 10–14	*Sloterdyk*	Cunard Donaldson
Netherlands West Indies— Curaçao...........	August 9–12	†*Benny* (r)	Saguenay Terminals
Cuarçao...........	August 12–13	*Polykarp*	Swedish American
Newfoundland— St. John's..........	August 7–10	*Wellington Kent*	Furness Withy
St. John's..........	August 10–13	*A Ship*	March Shipping
St. John's..........	August 21–24	*Wellington Kent*	Furness Withy
St. John's..........	September 4–7	*Wellington Kent*	Furness Withy
New Zealand— Auckland......... Wellington........ Lyttelton......... Dunedin..........	August 21–29	*Port Phillip*	Montreal Australia New Zealand Line
Northern Ireland— Belfast.............	August 10–14	*Torr Head*	McLean Kennedy
Norway— Oslo.............. Kristiansand....... Stavanger......... Bergen............	August 24–30	*Tunaholm*	Swedish American
	August 30–31	*Bergamo*	Swedish American
Oslo.............. Stavanger......... Bergen............	August 18	*Ornefjell*	Brock Shipping
Philippines— Manila..............	August 5–10	*City of Poona*	McLean Kennedy
Manila..............	August 7–10	*Ajax*	Cunard Donaldson
Manila..............	September 15	*City of Lucknow*	McLean Kennedy
Poland Gdansk..............	August 24–30	*Tunaholm*	Swedish American
Gdansk..............	August 30–31	*Bergamo*	Swedish American
Portugal— Lisbon..............	August 24–31	*Mont Gaspe*	Montreal Shipping
Lisbon..............	September 1–8	*Liguria*	Montreal Shipping
St. Pierre et Miquelon..........	August 7–10	*Wellington Kent*	Furness Withy
	August 21–24	*Wellington Kent*	Furness Withy
	September 4–7	*Wellington Kent*	Furness Withy

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Singapore	September 10–14	*Sloterdyk*	Cunard Donaldson
Sweden—			
Gothenburg, Malmo, Norrkoping, Stockholm	August 24–30	*Tunaholm*	Swedish American
	August 30–31	*Bergamo*	Swedish American
United Kingdom—			
Avonmouth	August 4–10	*Moveria*	Cunard Donaldson
Avonmouth	August 11–18	*Delilian*	Cunard Donaldson
Avonmouth	Aug. 27–Sept. 1	*Norwegian*	Cunard Donaldson
Bristol	August 13–16	*New York City*	Furness Withy
Glasgow	August 12–19	*Laurentia*	Cunard Donaldson
Glasgow	Aug. 27–Sept. 2	*Dorelian* (r)	Cunard Donaldson
Leith	August 16–20	*Cairnesk*	Furness Withy
Leith	Aug. 30–Sept. 4	*Cairnvalona*	Furness Withy
Liverpool	August 7–10	*Ascania* (r)	Cunard Donaldson
Liverpool	August 10–14	*Torr Head*	McLean Kennedy
Liverpool	August 14	*Empress of Canada* (r)	Canadian Pacific
Liverpool	August 15–19	*Beaverford*	Canadian Pacific
Liverpool	August 18–22	*Lord O'Neill*	McLean Kennedy
Liverpool	August 19–25	*Fort Musquarro*	Cunard Donaldson
Liverpool	September 4	*Empress of Canada* (r)	Canadian Pacific
Liverpool	September 11	*Empress of France* (r)	Canadian Pacific
London	August 6–12	*Sibley Park*	Cunard Donaldson
London	August 9	*Beavercove* (r)	Canadian Pacific
London	August 10	*Hemsefjell*	Brock Shipping
London	August 9–17	*Arabia* (r)	Cunard Donaldson
London	September 1–7	*Fort Cadotte*	Cunard Donaldson
Manchester	August 4–7	*Manchester Progress* (r)	Furness Withy
Manchester	August 11–14	*Manchester Trader* (r)	Furness Withy
Manchester	August 18–21	*Manchester Port* (r)	Furness Withy
Manchester	August 25–28	*Manchester Shipper* (r)	Furness Withy
Newcastle	August 16–20	*Cairnesk*	Furness Withy
Newcastle	Aug. 30–Sept. 4	*Cairnvalona*	Furness Withy
Swansea	August 4–11	*Moveria* (r)	Cunard Donaldson
Swansea	August 13–16	*New York City*	Furness Withy
Uruguay—			
Montevideo	August 1–5	†*Royal Prince*	Furness Withy
Montevideo	August 16–18	*Bowplate*	Cunard Donaldson
Montevideo	August 28–29	*Mormactide*	Montreal Shipping
Venezuela—			
La Guaira, Maracaibo	August 9–12	†*Benny* (r)	Saguenay Terminals
La Guaira, Puerto Cabello	August 12–13	*Polykarp*	Swedish American
	September 12–13	†*Shakespeare Park*	Swedish American
West Indies—			
Bermuda, Antigua, Barbados, Grenada, St. Kitts, St. Lucia, St. Vincent, Trinidad, Dominica, Montserrat, British Guiana	July 31–Aug. 9	**A Ship*	Alcoa Steamships
	August 10–17	**Canadian Constructor* (r)	Canadian National
	August 17–26	**A Ship*	Alcoa Steamships
	Aug. 27–Sept. 3	*Canadian Cruiser* (r)	Canadian National
	September 9–17	**Canadian Challenger* (r)	Canadian National
Jamaica	August 25–30	*Danaholm*	Swedish American
Bahamas, Jamaica	August 10	*Canadian Victor*	Canadian National
	August 18	*Canadian Leader*	Canadian National
	August 24	*Canadian Conqueror*	Canadian National
	September 9–17	**Canadian Challenger* (r)	Canadian National

Departures from Quebec

Destination	Loading Date	Vessel	Operator or Agent
Netherlands–			
Amsterdam........	August 21-22	*Kota Inten*	Furness Withy
Rotterdam........	August 28-29	*Tabinta*	Furness Withy

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............	August 8-10	*Dufferin Bell*	Pickford and Black
Santiago............	August 21-25	*Lake Traverse*	Pickford and Black
Egypt—			
Alexandria......... Port Said.......... Port Sudan........	August 4	*Silvercedar*	Kerr Steamships
India and Pakistan—			
Bombay........... Karachi............	August 4	*Silvercedar*	Kerr Steamships
Newfoundland—			
St. John's...........	August 4-7	*Newfoundland*	Furness Withy
St. John's...........	August 5-7	*Atlantic Charter*	Montreal Shipping
St. John's...........	August 4	*Mayhaven*	Shaw Steamships
St. John's...........	August 10-13	*Fort Amherst*	Furness Withy
St. John's...........	August 11-13	*Mary Sweeney*	Furness Withy
St. John's...........	August 16	*Mayhaven*	Shaw Steamships
St. John's...........	August 17-19	*Atlantic Charter*	Montreal Shipping
St. John's...........	August 17-20	*Fort Townshend*	Furness Withy
St. John's...........	August 21-24	*Nova Scotia*	Furness Withy
St. John's...........	September 3-6	*Fort Amherst*	Furness Withy
St. John's...........	September 7-10	*Newfoundland*	Furness Withy
Corner Brook.......	August 3-5	*Mary Sweeney*	Furness Withy
Persian Gulf........	August 4	*Silvercedar*	Kerr Steamships
St. Pierre et Miquelon..........	August 4	*Mayhaven*	Shaw Steamships
	August 5-7	*Atlantic Charter*	Montreal Shipping
	August 16	*Mayhaven*	Shaw Steamships
	August 17-19	*Atlantic Charter*	Montreal Shipping
United Kingdom—			
Liverpool...........	August 4-7	*Newfoundland*	Furness Withy
Liverpool...........	August 21-24	*Nova Scotia*	Furness Withy
Liverpool...........	September 7-10	*Newfoundland*	Furness Withy
Southampton.......	August 6	*Aquitania*	Cunard Donaldson
Southampton.......	August 27	*Aquitania*	Cunard Donaldson
Southampton.......	September 18	*Aquitania*	Cunard Donaldson
West Indies—			
Bermuda...........	August 17-20	*Fort Amherst*	Furness Withy
Bermuda...........	August 24-27	*Fort Townshend*	Furness Withy
Bermuda...........	September 10-13	*Fort Amherst*	Furness Withy
Jamaica............	August 8-10	*Dufferin Bell*	Pickford and Black
Jamaica............	August 21-25	*Lake Traverse*	Pickford and Black
Bermuda.......... Antigua............ Barbados.......... Grenada........... St. Kitts.......... St. Lucia.......... St. Vincent......... Trinidad........... Dominica.......... Montserrat......... British Guiana.....	August 22-31 September 4-12	**Lady Nelson* (r) **Lady Rodney* (r)	Canadian National Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
British Honduras— Belize	August 11–12	*Fort Panmure*	Saguenay Terminals
Canal Zone— Cristobal	August 11–12	*Fort Panmure*	Saguenay Terminals
Colombia— Barranquilla	September 12–13	*Shakespeare Park*	Saguenay Terminals
Dominican Republic— Ciudad Trujillo	August 11–12	*Fort Panmure*	Saguenay Terminals
Ciudad Trujillo	September 12–13	*Shakespeare Park*	Saguenay Terminals
Guatemala— Puerto Barrios	August 11–12	*Fort Panmure*	Saguenay Terminals
Haiti— Port au Prince	August 11–12	*Fort Panmure*	Saguenay Terminals
Port au Prince	September 12–13	*Shakespeare Park*	Saguenay Terminals
United Kingdom— London	August 1–3	*Vandalia*	Cunard Donaldson
Venezuela— La Guaira, Puerto Cabello	September 12–13	*Shakespeare Park*	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, Beira	August 19	*Overijsel*	Dingwall Cotts
	September 7	*Silversandal*	Dingwall Cotts
Africa-South— Cape Town, Port Elizabeth, East London, Durban	August 19	*Overijsel*	Dingwall Cotts
	September 7	*Silversandal*	Dingwall Cotts
Argentina— Rosario, Buenos Aires	August 25	*Hindanger*	Empire Shipping
Australia— Sydney, Melbourne, Adelaide	Early August	*Wangaratta*	Empire Shipping
Sydney	September 10	*Aorangi*	Canadian Australasian
Belgium— Antwerp	August 13	*La Plata* (r)	Gardner Johnson
Antwerp	August 19	*Brest*	Empire Shipping
Antwerp	August 26	*Golden Gate* (r)	Gardner Johnson
Antwerp	September 26	*Argentina*	Gardner Johnson
Canal Zone— Balboa, Cristobal	August 8	*Coastal Adventurer*	Gardner Johnson
	August 23	*Coastal Nomad*	Gardner Johnson
Balboa	August 22	*Santa Leonor* (r)	Gardner Johnson
Balboa	September 8	*Santa Juana* (r)	Gardner Johnson

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Ceylon—			
Colombo	August 10	*Japara*	Dingwall Cotts
Colombo	August 16–17	*Washington Mail*	American Mail Line
Colombo	August 18	*Silverguava*	Dingwall Cotts
Colombo	September 10	*Höegh Merchant*	Dingwall Cotts
Chile—			
Valparaiso	August 25	*Hindanger*	Empire Shipping
Arica, Antofagasta, Valparaiso	August 22	*Santa Leonor* (r)	Gardner Johnson
	September 8	*Santa Juana* (r)	Gardner Johnson
China—			
Shanghai, Tsingtao, Taku Bar	August 20–21	*India Mail*	American Mail Line
Shanghai, Taku Bar	August 27	*Vilja*	Empire Shipping
Shanghai	August 12–13	*Oregon Mail* (r)	American Mail Line
Shanghai	August 27–28	*China Mail*	American Mail Line
Colómbia—			
Barranquilla	August 8	*Coastal Adventurer*	Gardner Johnson
Barranquilla	August 15	*Don Anselmo* (r)	Empire Shipping
Barranquilla	August 23	*Coastal Nomad*	Gardner Johnson
Buenaventura	August 22	*Santa Leonor* (r)	Gardner Johnson
Buenaventura	September 8	*Santa Juana* (r)	Gardner Johnson
Ecuador—			
Guayaquil	August 22	*Santa Leonor* (r)	Gardner Johnson
Guayaquil	September 8	*Santa Juana* (r)	Gardner Johnson
Fiji Islands—			
Suva	August 7	*Thor I*	Empire Shipping
Suva	September 10	*Aorangi*	Canadian Australasian
France—			
Le Havre	August 19	*Brest*	Empire Shipping
Greece—			
Piraeus	Mid-August	*A Ship*	Empire Shipping
Hawaii—			
Honolulu	September 10	*Aorangi*	Canadian Australasian
Hong Kong—	August 14	*Francisville*	Balfour Guthrie
	August 20–21	*India Mail*	American Mail Line
	August 27	*Vilja*	Empire Shipping
	August 27–28	*China Mail*	American Mail Line
India and Pakistan—			
Bombay, Karachi	August 10	*Japara*	Dingwall Cotts
	August 18	*Silverguava*	Dingwall Cotts
	September 10	*Höegh Merchant*	Dingwall Cotts
Madras, Calcutta	August 6–7	*Washington Mail*	American Mail Line
Italy—			
Genoa, Naples	Mid-August	*A Ship*	Empire Shipping
Japan—			
Yokohama	August 12–13	*Oregon Mail* (r)	American Mail Line
Yokohama	August 13–19	*Lake Kootenay*	Anglo Canadian
Yokohama	August 19–25	*Lake Sumas*	Canada Shipping
Yokohama	August 19–25	*Lake Athabasca*	Anglo Canadian
Yokohama	August 19–25	*Lake Pennask*	Anglo Canadian
Yokohama	August 20–21	*India Mail*	American Mail Line

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Malaya—			
Penang	August 6–7	*Washington Mail*	American Mail Line
Port Swettenham	August 14	*Francisville*	Balfour Guthrie
	August 18	*Silverguava*	Dingwall Cotts
Mexico—			
Manzanillo	August 8	*Coastal Adventurer*	Gardner Johnson
Acapulco	August 23	*Coastal Nomad*	Gardner Johnson
Netherlands—			
Rotterdam	August 15	*Brest*	Empire Shipping
Netherlands East Indies—	August 6–7	*Washington Mail*	American Mail Line
	August 10	*Japara*	Dingwall Cotts
Batavia	August 14	*Francisville*	Balfour Guthrie
Soerabaya	August 18	*Silverguava*	Dingwall Cotts
	September 10	*Höegh Merchant*	Dingwall Cotts
New Caledonia—			
Noumea	August 7	*Thor I*	Empire Shipping
New Zealand—			
Auckland	September 10	*Aorangi*	Canadian Australasian
Peru—			
Callao	August 25	*Hindanger*	Empire Shipping
Callao	August 22	*Santa Leonor* (r)	Gardner Johnson
Mollendo	September 8	*Santa Juana* (r)	Gardner Johnson
Persian Gulf	August 10	*Japara*	Dingwall Cotts
	September 10	*Höegh Merchant*	Dingwall Cotts
Philippines—			
Manila	August 6–7	*Washington Mail*	American Mail Line
Iloilo	August 12–13	*Oregon Mail* (r)	American Mail Line
Cebu	August 14	*Francisville*	Balfour Guthrie
Manila	August 27	*Vilja*	Empire Shipping
Manila	August 10	*Japara*	Dingwall Cotts
Cebu	August 18	*Silverguava*	Dingwall Cotts
Manila Iloilo	September 10	*Höegh Merchant*	Dingwall Cotts
Samoa—			
Apia	August 7	*Thor I*	Empire Shipping
Singapore	August 6–7	*Washington Mail*	American Mail Line
	August 14	*Francisville*	Balfour Guthrie
Society Islands—			
Papeete	August 7	*Thor I*	Empire Shipping
Sweden—	August 13	*La Plata* (r)	Gardner Johnson
Stockholm	August 26	*Golden Gate* (r)	Gardner Johnson
Gothenburg	September 26	*Argentina* (r)	Gardner Johnson
United Kingdom—			
Liverpool Manchester	Early August	*Pacific Enterprise*	Furness Withy
London	August	*Corrientes*	Balfour Guthrie
London	August 13	*La Plata* (r)	Gardner Johnson
London	Aug. 18–Sept. 1	*Lake Nipigon*	Empire Shipping
London	August 26	*Golden Gate* (r)	Gardner Johnson
London	September 26	*Argentina* (r)	Gardner Johnson
Uruguay—			
Montevideo	August 25	*Hindanger*	Empire Shipping
Venezuela—			
Maracaibo	August 8	*Coastal Adventurer*	Gardner Johnson
Maracaibo	August 23	*Coastal Nomad*	Gardner Johnson
Maracaibo La Guaira Puerto Cabello	August 15	*Don Anselmo* (r)	Empire Shipping

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 July 19	Nominal Quotations July 26
Argentina	Peso	Off.	·2977	·2977
		Free	·2065	·2065
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5714	·5714
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Eire	Pound	....	4·0300	4·0300
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	Off.	·0046	·0046
		Free	.0032	·0032
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
Ma'aya	Dollar	....	·4701	·4701
Mexico	Peso	....	·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	Pound	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5618	·5618
Venezuela	Bolivar	....	·2985	·2985

Foreign Trade Service

Head Office Directory

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

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

Trade Commissioner Service

Director, G. R. Heasman (2530)

Assistant Director, H. W. Cheney (3058)

Area Officers—
Asia, G. S. Hall (5249)
British Commonwealth, (4404)
Europe, R. T. Young (4404); R. W. Rosenthal (7641); K. Nyenhuis (4404)
Latin America, A. Savard (7641)
Western Representative—H. W. Brighton, 355 Burrard Street, Vancouver, B.C.
Agricultural Officer, T. N. Beaupré (6800)

Export Division

Acting Director, G. A Newman (5983)

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

Foods Section—Chief, H. A. Gilbert (2380)
Dairy and poultry products, K. L. Melvin (3172)
Fish and fish products, T. R. Kinsella (7385)
Livestock and animal products, D. G. W. Douglas (5859)
Plants and products, G. F. Clingan (7523)

Machinery, Metals and Chemicals Section—Chief, E. C. Thorne (4082)
Agricultural equipment, J. D. Moorman (7168)
Automotive equipment and vehicles, J. J. Kealey (7168)
Chemicals and allied products, S. G. Barkley (7601)
Electrical machinery and equipment, A. S. MacRae (7060)
Iron and steel products, L. G. Dornan (7060)
Machinery and industrial equipment, E. C. Thorne (4082)
Non-ferrous metals and non-metallic minerals, A. M. Tedford (7546)

Textiles, Leather and Rubber Section—Chief, G. R. Poley (3004)
Leather, rubber and products, E. G. Gerridzen (3004)
Textiles and apparel, G. R. Poley (3004)

Wood and Paper Section—Chief, G. H. Rochester (4863)
Paper and products, E. Clarke and N. R. Chappell (6974)
Wood and products, G. H. Rochester (4863) and J. C. Dunn (4863)

General Products Section—Chief, W. H. Grant (3209)
General manufactured products, R. J. Handy (5666)
General products, W. H. Grant (3209)
General products, E. L. Smith (5666)
Miscellaneous manufactured products, P. G. Jones (4160)

Exporters' Directory—Chief, G. L. Tighe (6681)

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

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

Foreign Trade Service

Head Office Directory—Concluded

Import Division

Director, Denis Harvey (5417)

Assistant Director, C. F. McGinnis (7163)

Raw Materials Section—Chief, C. F. McGinnis (7163)
Coal, iron and steel (6905)
Drugs, chemicals and non-metallic minerals, P. E. Jensen (6958)
Fibres and textiles, A. C. Fairweather (7815)
Food and groceries, E. B. Paget (4161)
Hides, skins, leather and rubber, F. T. Carten (4965)
Oils and fats, Dr. R. T. Elworthy (5177)
Tin, antimony and other non-ferrous metals (4965)

Manufactured Goods Section—Chief, H. B. Scully (6519)
G. C. Clarke (3873) and G. W. Rahm (6958)

Trade Services Section—Chief, A. J. Langdon (6905)
Commodity research and trade statistics (6905)
Foreign export controls, W. G. Hopkins (6552)
Trade services directory (6905)

Importers' Directory (5823)

General Information (7953)

Commercial Relations and Foreign Tariffs Division

Director, H. R. Kemp (5151 and 7696)

Treaty Research Section—Acting Chief, A. L. Neal (7696 and 5151)
L. E. Couillard (7594)

Foreign Tariffs Section—Chief, G. C. Cowper (2250)
United States, G. C. Cowper (2250)
British Commonwealth, Miss H. K. Potter (2250)
Europe, E. J. McMeekin (5642)
Latin America, H. V. Jarrett (5642)

Industrial Development Division

Director, G. D. Mallory (3819)

Assistant Director, B. R. Hayden (7886)

Administrative Officer, J. H. Boyd (7886)

Transportation and Communications Division

Director, W. J. Fisher (6236)

Publicity Division

Director B. C. Butler (2479)

Assistant Director, J. Fergus Grant (2186)

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

Foreign Trade Service Abroad

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

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

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

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. Metropòle, 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 Band. 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—J. P. Manion. Commercial Secretary, Canadian Embassy, 3 rue Scribe.
Territory includes 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 11.

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—A. P. Bissonnet, Acting Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.
Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—R. V. N. Gordon, Acting 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, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

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

Newfoundland

St. John's—R. Campbell Smith, 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, The Cotton Exchange, McLeod Road. 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.

Foreign Trade Service Abroad—Concluded

Singapore

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

South Africa

Johannesburg—S. V. ALLEN, Commercial 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.

Switzerland

Berne — YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.
Territory includes Austria, Czechoslovakia and Hungary.

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 Commercial Representatives in Canada

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

Argentina—Representative of the Argentine Institute of Trade Promotion, 31 St. James Street West, Montreal. Telephone—MArquette 2811.

Australia—Clifton J. Carne, Australian Government Trade Commissioner, Office of the High Commissioner for the Commonwealth of Australia, 24 Sussex Street, Ottawa. Telephone—5-6717.

Belgium—Jean Querton, Consul-General, Room 709, Sun Life Building, Montreal. Telephone—PLateau 8375.

Bolivia—Emilio Diaz Romero, Consul-General, Room 205, 1434 St. Catharine Street West, Montreal.

Brazil—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 400 Wilbrod Street, Ottawa. Telephone—5-1485.

A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, agent of the Department of Trade and Commerce of Brazil, Room 49, 46 Elgin Street, Ottawa. Telephone—5-1486.

British West Indies and British Guiana—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.

Chile—Carlos Garcia de la Huerta, First Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.

Mariano Bustos, Consul-General, 1410 Stanley Street, Montreal.

China—Commercial matters in Canada are handled by the Chinese Consulates General in Vancouver, B.C., and Toronto, Ont.; also by the Chinese Consulate in Winnipeg, Man.

Colombia—Jorge Castaño Castillo, Consul-General, 3757 Wilson Avenue, Montreal 28.

Cuba—Dr. Guy Pérez Cisneros, Commercial Attaché, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.

Czechoslovakia — Dr. Miroslav Mareš, Commercial Attaché, Czechoslovak Legation, 171 Clemow Avenue, Ottawa. Telephone—2-1545.

Denmark—Theodor Schultz, Consul, Danish Consulate, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.

Dominican Republic—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.

Ecuador—Camilo J. Andrade, Consul-General, Room 917, 1410 Stanley Street, Montreal. Telephone—PLateau 8473.

France—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street. Ottawa. Telephone 3-5681.

Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.

Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HArbour 2271.

Greece — Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.

Haiti—Philippe Contave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.

India—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.

Ireland—Eamonn L. Kennedy, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.

Italy—Dr. P. F. Migone, Commercial Attaché, Italian Legation, 133 Sparks Street, Ottawa. Telephone—3-3630.

Lebanon—Maurice J. Tabet, Consul, Consulate of Lebanon, 200 Metcalfe Street, Ottawa. Telephone—2-3155.

Mexico—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LAncaster 2502.

Netherlands—E. L. Hechtermans, Commercial Secretary, Netherlands Embassy, 168 Laurier Avenue East, Ottawa. Telephone—5-7241.

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

Foreign Commercial Representatives in Canada

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

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

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

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

Sweden—Carl-Heurc Nauekhoff, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

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

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

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

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

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

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

United Kingdom of Great Britain and Northern Ireland — R. K. Jopson, O.B.E., United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

P. S. Young, Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HArbour 2257.

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

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

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

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

United States of America—Homer S. Fox, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

William L. Kilcoin, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

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

For the individual embarking on export trade on his own account the prime requisite is experience, and then capital; without the former the latter may be quickly lost. Foreign tariff and import restrictions, transportation risks, currency and finance problems, credits and the like are shoals on which a new business in inept hands may founder. Capital is needed to tide over the intervals between the time of services rendered or shipments made and actual payment as well as to meet the unexpected demands which frequently arise in export trade. Anyone contemplating export trade as a career is, therefore, well advised to ally himself with an experienced firm until the first requisite of success is acquired. (*See our ABC of Canadian Export Trade, page 5.*)

Associated Agencies Concerned With Development of Foreign Trade

Emergency Import Control Branch

No. 1 Building, Wellington Street

Director General, J. H. Berry (3924)

Import Allotment Division, Director, W. F. Bull (6748)
Capital Goods Division, Director, Denis Harvey (5417)
Project Division, Director, Stanley Burke (5541)

Canadian Government Exhibition Commission

479 Bank Street, Ottawa

Director, Glen Bannerman (3558)

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

Assistant Director, F. P. Cosgrove (7818)

Wheat and Grain Division

Director, C. F. Wilson (5648)

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

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

Canadian Commercial Corporation

No. 2 Temporary Building, 70 Lyon Street, Ottawa

Managing Director, W. D. Low (3736)

Serves as a purchasing agent in Canada for governments of other countries and for international bodies; and, on request, for federal government departments in connection with foreign trade. Facilities of the Corporation are utilized in the purchase of supplies for the Department of National Defence and those required for defence projects. Cable address—*Cancomco.*

Secretary, J. D. McCarthy (4955)
Comptroller, G. F. Wevill (5316)
General Purchasing Agent, W. J. Atkinson (5767)

Export Credits Insurance Corporation

107 Sparks Street, Ottawa

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

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

Chief Credit Officer, A. W. Thomas (2-4828)
Secretary, T. Chase-Casgrain (2-4828)