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COVER SUBJECT—Number seven elevator at Port Arthur, Ont., through which will pass a proportion of this year's wheat crop, estimated at approximately 372,000,000 bushels, which is some 31,000,000 bushels greater than Canada's production in 1947. This elevator has a storage capacity for 7,000,000 bushels of grain, and can load three lake boats with 1,000,000 bushels in ten hours.

Photo by National Film Board.

Russia Principal Purchaser of Rubber Produced in Malaya

Despite disturbances, which have caused curtailment of foreign trade, U.S.S.R. increases substantially her imports from Singapore and Federation of Malaya—Difficulty experienced in obtaining import licences for goods from hard currency countries—Trade with Netherlands Indies improving

By Paul Sykes, Canadian Government Trade Commissioner

(S\$1 approximately equals Can. \$4.47)

SINGAPORE, August 16, 1948.—Radio and press publicity given to the disturbances in Malaya during recent weeks will have convinced most Canadians that the position is a very serious one. It is a dangerous and so far undetermined threat to the country's political stability as well as to the economy of the two colonies. It may well be regarded also as a serious factor in strategic planning for the future of South East Asia and, in fact, the whole of the Western Pacific.

Parallel outbreaks of communistic violence in Burma and Malaya may yet be duplicated in the Netherlands Indies, but there is no definite evidence to date of any such development.

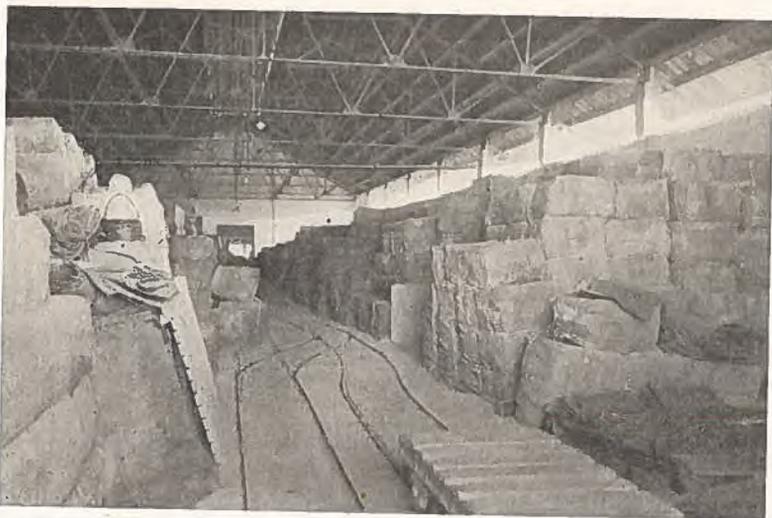
Murders, arson and related types of violence are daily occurrences throughout Malaya today, outbreaks by insurgents and terrorists having been most common in Johore and Perak, where efforts have been made to disrupt the operation of rubber estates and tin mines particularly. Police forces have been and are being reinforced and are being given solid support by the army and air force. However, the tracking down and extinction of fly-by-night bands of marauders, who roam the jungles and can live indefinitely in their seclusion, is a long and tedious job and may take many months to complete. Meanwhile, many communist party leaders, trade union executives and others have "gone underground".

The lawlessness prevalent throughout Malaya at the present time is having a serious effect on the country's economy. Production of rubber, tin and other Malayan commodities, which are important earners of hard currencies, is being seriously impeded by the widespread fear of death or injury among the labour and administrative staffs of estates and mines in the most affected areas. Although no figures of production and exports can yet be supplied to illustrate the point, it is certain that such data will soon be available and that Malaya's export trade will show a serious loss from these present disturbances.

Import business is being affected also. Singapore importers report the cancellation of many orders from up-country dealers who have closed their doors or at least reduced operations to a minimum. It is a foregone conclusion that the local market will soon be heavily overstocked in many lines.

U.S.S.R. Increases Purchases

It is an interesting commentary on the current disturbed situation in Malaya that the U.S.S.R. should recently have appeared as one of the principal purchasers of a number of this country's most important products. At a time when the controversy over the quality and price of natural and synthetic rubber still shows no sign of abating, the U.S.S.R. appeared as the principal purchaser of Malayan natural rubber during July. The



Malaya—The Soviet Union appeared as the principal buyer of Malayan natural rubber in July. The quantity involved was 36,813 tons, an amount far in excess of purchases made by the United States or any other country. Crude rubber is shown here in one of Singapore's warehouses (called godowns), awaiting shipment.

quantity involved was no less than 36,813 tons, which was far in excess of purchases made by the United States or any other country. At the same time, the U.S.S.R. bought an abnormally large quantity of 1,200 tons of coconut oil from local mills.

The U.S.S.R., in fact, is one of Malaya's most profitable customers, exports to that market having been valued at S\$28,438,110 in 1947, as compared with imports of S\$563,465. The same comparison applies with even more significance to the five months ending May, 1948, when Malayan exports to that market were worth S\$17,174,791 and imports were valued at the insignificant figure of S\$28,871. Malaya's exports to the U.S.S.R. are made up almost entirely of rubber.

Import Controls Curtail Canadian Purchases

Import and exchange controls applying to trade with hard currency countries are being administered with increasing severity in an effort to conserve resources in such currencies. Applications for licences for the purchase of Canadian goods continue to receive attention, but except in those instances where prewar trade in particular commodities can be proved or where the goods are essential and not readily obtainable from soft currency sources, the applications are refused. That the outlook is showing no improvement is evident from several recent instances where claims to prewar trade have been subjected to careful scrutiny and the applications refused or deferred on the ground that the goods might be surplus to normal local requirements. All possible co-operation is being given at the same time to importers who require Canadian goods for re-export to markets which can pay for them in hard currency.

Trade with Netherlands Indies Improving

Negotiations have been proceeding for some time between the Singapore and N.E.I. governments looking to a revival of trade between the two areas. It seems that these may shortly produce positive and mutually beneficial results. The system proposed is, to a large extent, a scheme of barter.

This provides for the recovery by Singapore from the N.E.I. of the dollars or other hard currencies expended on goods shipped to the N.E.I. in excess of those recovered from sales to hard currency countries of N.E.I. products re-exported from the colony. The scheme is as yet only in an experimental stage but, as long as political conditions in the N.E.I. remain static or show some improvement, appears capable of producing useful results.

Direct trade between Canada and the N.E.I. continues to show abnormal values and composition owing to the severity of N.E.I. government control over imports and the government's persistence in purchasing from Canada, for the most part, materials required strictly for rehabilitation. Outside of valuable business in motor vehicles, parts and tires, this office knows of no cases of Canadian exports to the N.E.I. market on a normal commercial basis. Sales of other Canadian goods have apparently been made through the N.E.I. government's purchasing agencies.

During the first four months of 1948, Canada's exports to the N.E.I. were worth some Can.\$2,036,000, as compared with imports for three months of no more than Can.\$42,000. Export values were made up to a large extent of canned herrings, motor vehicles and tires, aircraft and the most unusual item of boots and shoes.

It will apparently be a long time yet before the N.E.I. will be able to re-establish the production and export of rubber, tea, spices, oils, etc., sufficiently to earn the dollars required for the normal resumption of purchases from Canada of paper, fertilizers, foodstuffs, etc., as in prewar years. However, the government is apparently commencing the issue of licences for such business to approved import firms with a prewar background, and the position may accordingly be expected to show some improvement before long.

Black Markets Still Prevail in Singapore

Black markets flourished in Singapore until some nine months ago, by which time they had practically disappeared owing to an enlightened import control policy and the general improvement in world supplies of local import requirements. This situation still obtains, in general, but has shown some recent signs of deterioration as, for example, in the case of Scotch whisky, supplies now being considerably below demand. In the same way the housing situation remains a very serious one. The practice of paying "key" money or of paying fabulous prices for so-called furniture is still in effect, and the cost of land and building materials is so exorbitant that there is small hope of any early improvement. Rice, butter, gasoline and various other goods are also traded in openly at ex-control prices.

Cocoa Production Encouraged

Colonial office experts have recently concluded an investigation into the outlook for increased production of cocoa in Malaya. This is a crop which has never been important to this country but which it was thought might prove a valuable addition to present agricultural output.

The results of the investigation offer small encouragement for the early future, but it is thought that within a period of ten years output might be increased to as high a figure as 100,000 tons, approximately one-sixth of present world production. Any such extension of agricultural production would be a valuable addition to Malaya's agricultural activities, both insofar as its money value and the diversification of effort and technique are concerned.

A representative of an American metal manufacturing concern has recently made a survey of bauxite deposits in Malaya and adjoining territories, as a result of which he has suggested the possibility of developing

the manufacture of aluminum in Singapore. References in previous reports from this office to mineral resources and production in Malaya have included mention of bauxite deposits, which have been surveyed and from which certain quantities of ore have been produced. Such production was mainly encouraged by Japanese interests, the ore being neither sufficiently accessible nor well enough priced to attract the aluminum industries of Canada or the United Kingdom. The report now referred to can accordingly be discounted fairly heavily, not only insofar as increased bauxite ore production is concerned but also with regard to the production of aluminum metal in any local plant. It appears, in fact, that the probable limit of any industrial activity associated with aluminum will, for some years at least, be the establishment of comparatively small plants for the spinning of household utensils and similar articles.

Netherlands' Imports of Brushes Decline as Local Output Rises

Shortage of dollar exchange also a factor in reducing purchases from abroad—Canada supplied 27 metric tons in 1947—Domestic production and exports increased substantially last year.

By J. A. Langley, Commercial Counsellor, Canadian Embassy

(One florin equals approximately \$0.38 Canadian; one metric ton equals 2,204 pounds)

THE HAGUE, July 8, 1948.—On account of the unfavourable exchange situation in the Netherlands, particularly in respect of the shortage of dollars, it is expected that imports of brushes will be drastically reduced and that purchases abroad will be, as much as possible, restricted to soft-currency countries.

Before the war the Netherlands imported fairly large quantities of brushes but, as a result of the development of the local industry, purchases abroad have declined. In 1937, they amounted to 565 metric tons (Fl.535,000); in 1938 and 1939 to 487 tons (Fl.466,000), and 499 tons (Fl.508,000) respectively. The main sources of supply were Germany, Japan, Belgium and the United States. In 1946, imports totalled 163 tons (Fl.902,000), increasing to 422 tons (Fl.2,176,000) in 1947. During the latter year, Belgium supplied 312 tons (Fl.1,133,000); Canada, 27 tons (Fl.406,000); Switzerland, 19 tons (Fl.209,000); and the United States, 17 tons (Fl.179,000).

Paint Brushes an Important Import Item

Imports of paint brushes in the prewar period were as follows: 1937, 23.5 tons (Fl.66,708); 1938, 19.6 tons (Fl.61,874); 1939, 19.0 tons (Fl.60,186).

Of the quantity purchased abroad in 1939, by far the greater part, 13 tons (Fl.50,432), were imported from Germany; Japan shipped 4 tons (Fl.4,838).

In 1946, imports of paint brushes totalled 15 tons (Fl.325,000), the principal suppliers being: United Kingdom, 6 tons (Fl.120,000); Belgium, 4 tons (Fl.98,000); and Switzerland, 2 tons (Fl.76,000). In 1947, total

imports increased to 42 metric tons (Fl.980,000), Belgium accounting for 21 tons (Fl.386,000); United States, 10 tons (Fl.242,000); Switzerland, 6 tons (Fl.203,000); and Canada, 3 tons (Fl.100,000).

Domestic Production Has Increased

Approximately 80 factories in the Netherlands are engaged in the production of brushes. In addition, they are made in some 45 institutions for blind and mentally defective persons. The industry, which is spread throughout the country, employs approximately 1,350 male and 150 female workers. The total value of sales has increased from Fl.3,300,000 in 1938 to Fl.4,400,000 in 1939 and from Fl.3,139,000 in 1946 to Fl.10,466,000 in 1947.

The raw materials used by the industry consist mainly of various types of animal hair and vegetable fibres, although metals and synthetic fibres are also used.

Exports Have Been Resumed

Before the war the Netherlands also exported brushes, shipments to foreign markets during the period 1937-39 being as follows: 1937, 109.9 tons (Fl.99,109); 1938, 105.7 tons (Fl.89,643); 1939, 109.5 tons (Fl.97,929).

In 1939, the chief outlets were the Netherlands East Indies, which purchased 47 tons (Fl.35,247), followed by Belgium, 9 tons (Fl.14,663); South Africa, 15 tons (Fl.8,797); United Kingdom, 6.7 tons (Fl.7,259); and Curaçao, 6.4 tons (Fl.5,190).

Since the war, exports have been resumed to a limited extent. In 1946, Belgium took 4 tons (Fl.51,000), and in 1947 shipments abroad totalled 19 tons (Fl.165,000). Belgium took 3 tons (Fl.63,000); Netherlands East Indies, 5 tons (Fl.38,000); Greece, 1 ton (Fl.24,000); and Curaçao, 5 tons (Fl.12,000).

Sales of Paint Brushes Higher

Exports of paint brushes from the Netherlands during the years immediately preceding the outbreak of war were as follows: 1937, 51.5 tons (Fl.109,382); 1938, 68.3 tons (Fl.138,311); 1939, 66.8 tons (Fl.136,337).

In 1939, the main purchasers were: Netherlands East Indies, 27.7 tons (Fl.51,784); Argentina, 5.6 tons (Fl.17,639); United Kingdom, 4.5 tons (Fl.9,888); South Africa, 3 tons (Fl.6,875); India, 5 tons (Fl.6,438); and Egypt, 2.6 tons (Fl.5,854).

In 1946, only one ton of paint brushes, valued at Fl.21,000, was sent abroad, but in 1947 exports increased to 14 tons, valued at Fl.200,000. Egypt was the largest purchaser, buying 6 tons (Fl.91,000), followed by Belgium, 2 tons (Fl.46,000); and India, 2 tons (Fl.12,000).

Record Bizonal Coal Loadings Since Currency Reform

Frankfurt, August 5, 1948.—(FTS)—Indicative of the general recovery trend in the Western Zones of Germany, following the introduction of currency reform, are the record figures of weekly loadings of solid fuel for shipment from the Combined Area. Averaging more than 300,000 tons a week more than the volume shipped over the corresponding period of 1947, a total of 1,805,809 tons was loaded in the week ending June 20, increasing to 1,886,152 for that ending July 18. Figures for the corresponding weeks of 1947 are 1,425,025 tons and 1,411,460 tons respectively. Officials of the United Kingdom-United States Coal Control group attribute the heavy increase to the improved transport position as well as to the greater production of fuel resulting from currency reform.

Mexican Trade With Canada Has Greatly Increased This Year

Goods valued at \$18,029,154 exchanged in first four months of 1948, considerably more than half the total 1947 figure—Rising cotton exports help to ease adverse trade balance—Crop prospects excellent this year—Foot and mouth disease still depleting herds of cattle.

By W. J. Millyard, Assistant Commercial Secretary, Canadian Embassy

(Editor's Note—Figures in this report based on 4.85 pesos equals one U.S. dollar)

MEXICO CITY, July 10, 1948.—Trade between Canada and Mexico this year will greatly exceed the total in any previous year, for during the first four months of 1948 the two countries exchanged goods to the value of \$18,029,154, considerably more than half of the total 1947 trade, valued at \$28,680,375. Mexico apparently will retain the favourable balance of trade. Mexican exports to Canada exceeded imports by \$5,278,673 in 1947 and by \$4,073,696 in 1946. At the end of April this year, the balance in Mexico's favour stood at \$8,213,644.

This growing volume of trade between the two countries is more remarkable because of complicated trade regulations which are in force in both countries. These particularly affect the Canadian exporter, who is working against a complicated system of import licensing, the prohibition of more than 100 classifications of commonly used goods, and increasing import tariffs designed to protect growing Mexican industry. Canadian exports were valued at \$4,908,000 in the first four months of this year, compared with \$3,772,000 in the same period of 1947. Among the most important export items were: felts for paper-making, agricultural machinery, taps and dies, automotive parts, newsprint, aluminum, and asbestos milled fibres. The range of Canadian exports to this country appears to be broadening month by month.

Canadian Purchases Establish Record

Canada imported from Mexico goods to the record-breaking value of \$13,121,399 during January to April. This figure compares with a corresponding total of \$3,990,000 in 1947 and only \$3,170,000 in 1946. Largely responsible for high export figures this year were raw cotton and sisal. Mexican raw cotton to the value of \$10,750,000 was bought by Canada during the first four months, and sisal to the value of more than half a million dollars in both January and March.

Business in Mexico lost little ground during the first four months of this year, in spite of difficulties. Foreign trade was smaller in volume than in the corresponding months of 1947, but trade balances were less unfavourable than a year ago. Gold and foreign exchange reserves were down to a very low level, and there was little attempt to conceal anxiety about the decision of the World Reconstruction Bank on a loan of \$209 million for which the Aleman Government applied more than a year ago, to be used for irrigation and electrical works and for oil drilling. Money generally was tight, but credits and loans made by private banks were greater than last year.

Although attempts to conserve gold, by restricting import trade, were fairly successful, the upward trend of wholesale and retail prices continued.

The loss of artificial wartime markets abroad caused increasing unemployment in the textile and footwear industries, and the construction industry, which enjoyed a boom period culminating in 1946, also reported quite large numbers of unemployed. Industry as a whole was in a healthy condition, mainly as the result of the continuing establishment of assembly, packaging and in some cases manufacturing plants in the vast new industrial zone of Tlanepantla, on the outskirts of the capital. The nationalized oil industry offered new terms to foreign drillers, in its urgent search for new sources of oil. So far it has signed no contracts, although a cash loan, repayable in crude oil, has been obtained from one United States company.

Unfavourable Trade Balance Eased by Cotton Shipments

During the first four months of the year, Mexico's foreign trade returns promised far better results for 1948 than were achieved in 1947, when a record adverse balance of 1,079 million pesos, or approximately \$216 million, was recorded. In January this year, the unfavourable trade balance was 62.9 million pesos. In February, the value of exports exceeded that of imports by 62.6 million pesos and the balance in March again was favourable to the extent of 4.1 million pesos. In April, however, imports once more exceeded exports by 65.9 million pesos. Total imports for these four months were 889.1 million pesos. Exports were valued at 827.1 million pesos. The average monthly import surplus for this period was 15.5 million pesos, compared with an average monthly unfavourable balance of 89.9 million pesos in 1947. The improvement this year was due very largely to the sale abroad of greatly increased quantities of raw cotton and, for the first time, of an exportable surplus of sugar. It is not yet certain that a series of decrees, dating from July, 1947, prohibiting or licensing the importation of numerous articles or drastically increasing import duties, has had the desired result of conserving gold and foreign exchange reserves.

The average monthly value of trade in the first four months of this year was 429 million pesos as compared with a corresponding 448.7 million pesos in 1947. The biggest import items recorded were machinery, equipment and tools for industry and mining (277 million pesos) and scientific parts and vehicles (valued at 161 million pesos). The biggest export groups were base metals (211.5 million pesos, mainly copper, lead, and zinc) and vegetable substances (210.2 million pesos, chiefly coffee, henequen, pineapple, chick-peas, raw cotton, bananas and lumber). Oil products exported during January to April were valued at 121.6 million pesos.

During the first quarter of the year, the United States supplied 88 per cent of Mexican imports, absorbed 72 per cent of Mexican exports, and accounted for 80.4 per cent of Mexico's total foreign trade.

Excellent Crops Are Forecast for Fall

To increase agricultural production is a basic Mexican problem, since although more than 75 per cent of the country's population still works on the land, large quantities of foodstuffs of all kinds are imported. It is one of the government's chief concerns to increase agricultural production to the point at which the country can feed itself and become a regular exporter of such commodities as cotton, sugar and chick-peas, apart from such staple export crops as tomatoes, bananas and coffee.

The overall picture is much brighter than it has been in previous years. The Ministry of Agriculture has announced that about three and a half million hectares have been planted to corn this year. Despite the distribution of small quantities of improved seed, mainly hybrid strains with which



Mexico—Air view of Mexico City. Trade between Canada and Mexico totalled \$18,029,154 in the first four months of this year. This figure is considerably more than half of the total 1947 trade, valued at \$28,680,375.

Compania Mexicana Aerophoto.

the Grain Commission has been experimenting for several years, the average yield may be lower than during 1946-47. Production will be about 2,275,000 metric tons as compared with 2,200,000 tons in 1947 and 2,383,000 tons in 1946.

Wheat planting this year is about 576,950 hectares, and production of 477,156 metric tons approximately is anticipated. The yield of wheat will thus be higher than the 425,000 metric tons which were harvested during 1946-47.

If Mexican prices are competitive in the world market, the 1948 cotton crop again will yield valuable dollars to the Mexican growers. About 300,000 bales are expected to be available for export this year and production may reach 620,000 bales, compared with 490,000 bales in 1947.

The production of bananas will increase from 500,000 tons in 1947 to about 550,000 tons this year. Pineapple production should reach 130,000 metric tons, of which some 25,000 tons will be available for export as fresh fruit and another 70,000 tons for canning. The plantations produced 110,000 metric tons last year.

Mexico will produce about 70,000 tons of sugar more from the 1947-48 crop than in the previous year. This year's production is estimated at 725,000 metric tons.

Foot and Mouth Disease Still Ravages Mexican Herds

Hoof and mouth disease has seriously depleted Mexican herds, especially of cattle, and also has involved a loss of receipts from the export market

of about one million dollars worth of beef cattle which, before the outbreak of the disease, crossed the Texas frontier each year for fattening and slaughter in the midwest of the United States.

The policy of wholesale slaughter of infected and exposed stock was halted at the end of 1947 and the disease has been contained within a central belt, guarded by troops and patrolled by the Mexican-United States Commission, which for more than two years has been operating in the country. The loss of Mexican livestock can be gathered from figures issued by the Commission. Up to May 1 this year, a total of 492,613 head of cattle and 195,751 small animals were slaughtered in sixteen states and the Federal District, and compensation to the amount of 25,726,610 pesos was paid to farmers and breeders. A very large proportion of the cattle were milk cows. The incidence of hoof and mouth disease will have a lasting effect on this phase of Mexican economy, since meat refrigerating and packing plants have been built, particularly on the gulf coast, and it is likely that less beef will be exported on the hoof when Mexico finally is declared free of infection. Markets for packed meat will be in Europe and at a later date will be sought in Latin America. These plants are drawing their supplies from the northern frontier areas, where about 800,000 steers, which under normal circumstances would have crossed into Texas for fattening and slaughter in the middle west, are at present in rather poor condition, due to lack of feed.

Inflationary Spiral Continues

Currency in circulation totalled 3,438.9 million pesos in January, this year, and increased month by month to 3,488.5 million pesos in April. The monthly average circulation during 1947 was 3,416.4 million pesos.

Bank deposits, clearings, credits, and loans were all higher this year. Banking circles estimated that Mexican deposits in banks abroad have risen to nearly 135 million dollars as compared with 30 million dollars two years ago. Commercial, industrial and agricultural credits all were higher this year than last.

Securities indices were notably lower this year than in 1947. Based on an index of 100 in 1939, general securities averaged 253.6 during the first four months of this year as against an average of 273.2 during 1947; industrial securities were down from 325.3 in 1947 to 299 this year; banking securities from 223.7 to 208.6, and insurance securities from 198.2 to 190.

Wholesale Price Index Increased

The wholesale price index on 210 articles, based on 100 in 1939, stood at 243 in January, this year, and 249.4 in April. On May 15, it had risen to 258.7. The average monthly index for 1947 was 242.3. The rise in the cost of living in Mexico is unchecked. Repeated increases in the retail price of staple working class foods such as corn and beans are leading to angry outbursts from trade unions. The working class cost of living index, based on a figure of 100 in 1939 and covering 210 articles, stood at 314.2 on May 1, this year. The index of foodstuffs was 314.5; of clothing, 345.5; household articles, 277.3. The general index stood at 297.6 on the same date of 1946. The prices of imported food and clothing have increased to an even greater degree.

As is to be expected, the real value of wages has fallen in past months, as inflation has increased. Again taking the figure of 100 in 1939 as a base, average wages stood at 104 in 1940 and reached 245 by the end of 1947. Real wages were 103 in 1940, 85 in 1946 and 81 at the end of last year.

Industrial profits were indicated by income tax collections, which were listed at 312 million pesos in 1945; 418 million pesos in 1946, and 502 million pesos in 1947.

United States Opens New Foreign Trade Zone at San Francisco

Newly opened Free Port facilities in San Francisco bring new business and offer competitive advantages, as compared with other ports—Typical operations illustrated—Profit expected, but service considered to be justified, even if modest deficit is recorded.

By C. N. Senior, Consul for Canada

SAN FRANCISCO. August 17, 1948.—Civic pride and enthusiasm are much in evidence with respect to the recent establishment in San Francisco of Foreign Trade Zone No. 3. Foreign Trade Zone is probably a better term for what is more widely known as a Free Port. Goods may be brought into the zone, stored or reprocessed, without payment of duty. If the goods are re-exported, no United States duty is paid. If the goods are sold in the United States, duty is paid only as the goods leave the Foreign Trade Zone.

Authority for establishing such zones derives from the Celler Act of the United States Congress, 1934. Charters for individual zones are issued by a Board consisting of the Secretary of Commerce, the Secretary of the Treasury and the Secretary of the Army. As its number implies, the San Francisco Charter is the third to be issued. The New York Zone has been operating since 1937, and New Orleans (No. 2) was opened on May 1, 1947. The San Francisco Zone was authorized on May 10 and was officially opened for business on June 10.

Three-quarters of Capacity Now Utilized

In its first sixty days the Zone handled 3,500 measured tons of merchandise, and its space is now being used to approximately 75 per cent of capacity. Negotiations now under way suggest ever-widening uses of the Zone's facilities, both in relation to the number of participants and the variety of advantages which they will enjoy.

Concrete illustrations of the types of transactions facilitated by the Free Trade Zone serve best to describe the function which it discharges. A large shipment of Canadian whisky was received by rail. The cars were run into the Zone, and the material was unloaded in the storage warehouse. The dealer is disposing of the liquor partly to army and navy clubs, who are entitled to import duty free, partly to purchasers in the Far East by transshipment without payment of United States duty, and partly by sale to the local trade. In this last instance, duty is paid as and when the goods are moved. The advantage to the dealer is that he was able to handle a large consignment in one shipment, with the advantages that accrue in the matter of freight rates. He was able to avoid the cost of putting the merchandise into bond, and he had a certain flexibility in the matter of disposing of such parts of the shipment as were not sold in advance. The cost of the bond represents a substantial saving, because the storage charges would be the same in the bonded warehouse as in the Free Trade Zone.

Processing Facilities an Advantage

An importer of seeds and spices is setting up cleaning facilities within the Zone. It is estimated that, in the cleaning operation, grit and dirt to the extent of approximately 15 per cent of the original shipment will be

removed. In effect, discarding this worthless residue reduces the duty which the importer would otherwise have to pay by 15 per cent. There will be some expenditure for American labour in processing the seed, which is, of course, an increase in the local payroll. It is considered also that the availability of these cleaning privileges in the Port of San Francisco will tend to funnel this type of importation through this port rather than its nearby competing ports, where the free zone facilities are not available.

There is a somewhat similar advantage in connection with the importation of a certain vegetable oil from Siam. The market for this oil is partly in the United States and partly in a dozen or more Latin American centres. The oil is brought to San Francisco in large drums, and it is expected that, before re-exporting, some at least of the oil will be transferred to smaller containers for the retail market. Here again there are payroll advantages for the city and a special service to the trade which cannot be duplicated in other places lacking free port facilities. One large shipment received to date consists of oriental rugs. The merchant is able to display the rugs to intending purchasers within the Free Trade Zone. He does not pay duty until he has made a sale. This represents a substantial saving to the importer in the overhead cost of doing business, as merchandise of this sort sells more readily when the buyer has actually seen what he is buying.

Bottling Facilities Save Shipping Costs

A French producer of cognac and wines is planning to import his merchandise in the wood and to set up bottling facilities within the Zone. A substantial saving in shipping costs is the inducement for him to bring this business through the San Francisco Foreign Trade Zone.

Some commodities are imported into the United States under quota restrictions. Importers of such goods are showing a lively interest in the Foreign Trade Zone because, when they have exhausted their quota for a certain period, they can continue to ship goods as far as the Free Trade Zone and have them available for distribution on the first day that their new quota becomes operative. The advantage in this connection appears to be that of being a little ahead of a competitor, who must delay his shipment rather than run the risk of having it arrive before the new quota is opened. The man whose goods are on the spot gets the business and may even perhaps have some slight price advantage.

Zone Services Bring Business to Port

Experience to date indicates that there is a real and practical demand for the services of the Foreign Trade Zone. It tends to bring business to the port which might go elsewhere. It gives an opportunity for the employment of American labour on goods produced in one country for re-export to a third country.

While officials are not yet prepared to say that the Free Trade Zone is, or will be, an economically profitable operation in itself, they are setting up a budget designed to establish this point. New York reported a profit last year and, as the war intervened shortly after the opening of the New York Zone, its experience prior to last year is not regarded as typical. The San Francisco authorities are inclined to believe that for a time their Zone will operate in the red, but they do not believe that this will be a permanent condition. Some would be prepared to argue that, even if the Zone does not in itself break even, it is still economically worthwhile.

The Zone is operated as one of the San Francisco port facilities. The Port of San Francisco is administered by a Board of State Harbour Commissioners. This Board was established in 1863 and has financed itself successfully for almost a century.

For the Foreign Trade Zone, one of the large typical docks has been set aside and enclosed behind wire fencing. The pier is large enough to accommodate several ships and has covered storage space of 134,000 square feet. Customs officers assigned to the Zone are paid for by the Zone. Merchandise landed from ships and consigned to the Foreign Trade Zone may be unloaded directly at the dock upon which the Zone is situated, or may be unloaded at other docks and transferred by bonded truckers. There is a rail spur into the Zone, so that rail shipments do not encounter any such extra charge.

The budget which has been set up calls for charging against the Zone the capital cost of the facilities utilized. A commercial stevedoring company has been given a contract to operate the Zone and will be compensated on a percentage basis in relation to the storage and handling charges upon the traffic. It is pointed out that the Zone cannot receive full credit for all the earnings which it brings to the port, since many ships with cargo for the Zone will discharge at other docks. Nevertheless, the experience to date, and the active inquiries which have been received, lead to a well-justified hope that within a short time the Zone will cease to show a deficit in its total budget.

Publicity Emphasizes Import Trade

Both the staff of the Foreign Trade Zone and the terminal company which operates it are engaged in active promotional and selling activities to increase the use of the free port facilities. In this connection the several air transport companies flying into the airports on San Francisco Bay have indicated a lively interest in the prospect of airborne shipments being consigned to the Zone.

Having regard to Canada's trade relations vis-à-vis the United States, it is of special interest to note that in the wide publicity given to the establishment of San Francisco's Foreign Trade Zone, the emphasis is entirely upon import trade. The Zone renders practically no service to United States exporters. Its facilities are for the advantage of import trade and for re-export or transshipment business. At the various functions associated with the opening of the Zone, speakers referred repeatedly to the necessity of stimulating imports in order that export business may thrive.

Beef Shipped by Air in British Guiana

Port of Spain, August 17, 1948.—(FTS)—Successful experiments in flying beef from the Rupunini savannah, in the interior of British Guiana, to Georgetown, the capital, has led to a service on regular basis. Materials for slaughter-houses are being forwarded by air, while investigations are being made to see if it is economically feasible to fly beef to Trinidad should supplies be available.

Trinidad Oil Companies Spend Millions on Exploration

Port of Spain, August 17, 1948.—(FTS)—According to a statement made by the Petroleum Technologist and Inspector of Mines in Trinidad, local oil companies are planning to spend some \$5,000,000 per annum over the next three years in exploration and development. This work is confined at the moment to the south end of the island, and wells will probably be drilled considerably deeper than in the past.

Greece Assisted in Balancing Her Budget by American Mission

Stabilized currency and military expenditures were two problems overcome by AMAG—New budget covered period of fifteen months, from April 1, 1947 to June 30, 1948—New heavy taxes levied and state expenditure reduced eliminates necessity of issuing bank notes.

By T. J. Monty, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the second in a series of five articles on economic and commercial conditions in Greece during 1947, prepared for publication in *Foreign Trade*. The first article appeared in the September 4th issue. 10,000 drachmae equals U.S.\$1.)

ATHENS, August 1, 1948.—Balancing the State budget was one of the first tasks of the American Mission for Aid to Greece (AMAG) when it was established in 1947. Until the preparation of this budget, the Greek Government was without one for seven months. A balanced budget was finally drawn up, with a deficit of only 207 billion drachmae. The Americans laid great importance on having the budget balanced by reason of its effect upon inflation.

There were two difficulties to overcome. One was the question of the devaluation of the drachma, for without a stabilized currency the budget would be of little value. The other was military expenditure. As the exact expenditure to be incurred could not be estimated, and as war intensified, this problem became more acute and puzzling.

Fortunately, the United States took over the cost of supplying the army with munitions, clothing and food, by apportioning half of the \$300,000,000 aid to Greece for army requirements. It was agreed that the only expenses to be met by the Greek Government were the salaries and, to a certain extent, food. Later in the year, \$10,000,000 more were transferred from the reconstruction program to meet increased military expenses on account of the intensification of the civil war.

New Budget Covered Period of Fifteen Months

The new budget covered the period of fifteen months, from April 1, 1947, to June 30, 1948. The addition of three more months to the customary twelve-month period was made in order to co-ordinate the Greek state finances with those of the American financial year, ending each year on the 30th of June.

Although the greater part of the military expenditure was to be borne by the United States, a gap existed between revenue and expenditure which had to be filled by increased taxation. The revenue to be derived from taxation for the remaining period of nine months was fixed at 600 billion drachmae. Most of the new taxes imposed were of a temporary nature, such as "Extraordinary War Contribution" taxes, and were effective till the end of June, 1948. The total value of taxes collected during the year 1946-47 amounted to 750 billion drachmae against an estimate of 1,911 billion drachmae for the current period of 15 months. Regular taxes constituted 1,611 billions and 296 billions were extraordinary. Briefly the taxes that had to be levied during the current financial year more than doubled those of the preceding year.

A further way of diminishing the gap between state receipts and payments was the cutting down of expenditure, among which was the gradual dismissal of 15,000 civil servants.

The budget, furthermore, was subdivided in three categories: (a) items covering the regular items of revenue and expenditure; (b) items of additional war expenditure, which were to be met by the levying of new extraordinary taxes; and (c) rehabilitation expenses. In general, the expenditure of the first two subdivisions of the budget were to be met by the Greek State, whereas those of the rehabilitation program were to be met on the whole by AMAG.

The budget submitted on December 10, 1947, by the Minister of Finance to Parliament for approval was drawn up as follows:

Budget for April 1, 1947, to June 30, 1948

(Million drachmae)

REVENUE	
Regular	
Direct taxes	406,687.9
Indirect taxes	795,125.2
Monopolies	72,355.0
Duties:	
Stamp duties	147,548.0
Transport	22,251.2
Entertainment	52,900.0
P.T.T.	82,592.0
Other regular	35,938.0
	1,615,397.3
Extraordinary	
Extraordinary taxes and contributions	296,000.0
Allied aid	557,000.0
Due to war	35,000.0
Sale of State supplies	65,000.0
Miscellaneous	184,000.0
	1,137,000.0
Deficit	207,000.0
Total	2,960,000.0
EXPENDITURE	
Non-military ministries	1,819,667.4
War ministries:	
War	567,814.0
Navy	87,198.0
Air	73,460.0
Public order	354,980.0
Merchant marine, Ministry of	56,881.1
Total	2,960,000.0

The various categories of expenditure of the 1947-48 budget are shown with their percentage against the local expenditure as follows:

Budget Expenditures for 1947-48

	Billion drachmae	Per cent
Expenditure provided for non-military ministries, including the Ministry of Merchant Marine	1,808	61
Expenditure of war ministries	1,083	37
Reserve	68	2

The following figures give the picture of the expenditure to be met on account of the civil war:

Civil War Expenditures Budgeted for 1947-48

	Billion drachmae	Per cent
Regular and ordinary contingencies	2,057	69.5
Expenditure due to guerrilla warfare	399	13.5
Social welfare expenditure	503	17

The 1947-48 budget covers expenditure by 1,301 billion drachmae more than the preceding year. In reality, this is still greater, amounting to 1,799 billion drachmae, as some of the items provided in the 1946-47 budget are not covered in the current year. The increase is partly due to the fact that the current financial year covers a period of fifteen months. Another factor is the following expenditures (in million drachmae): Salary increases for civil servants, 635,000; increase of pensions, 248,409; social welfare, 441,387; additional public order expenditure, 298,800; premium credits, 12,000; deficit of the Dodecanese Islands budget, 15,000; contingencies, 68,405; and other expenditures, 80,487.

No provision was made in the 1947-48 budget for public works, as this was undertaken by AMAG. Only minor items and the maintenance of buildings are provided for in the budget. The deficit of 207 billion of the current year represents seven per cent of the total, a relatively small percentage.

The Bank of Greece is keeping the following two accounts for the Greek State: (a) "Revenue and Expenditure Account", constituting the Public Debt account proper; and (b) "Receipts and Payments from Supplies", being the money advanced for the purchase of supplies from allied sources, which are sold in turn. This account is a current account and does not constitute an element of inflation.

The state of the above two accounts was as follows at the close of 1947:

	Revenue and expenditure account (Drachmae)	Supplies account
December 31, 1947	688,922,997,532	178,861,526,880
December 31, 1946	510,444,028,864	88,068,721,931
Increase	178,478,968,668	90,792,804,931

Marked Improvement in Revenue and Expenditure Account

An encouraging feature in the Revenue and Expenditure Account is that it showed a marked improvement over that of the previous year's debit balance which amounted to 425 billion drachmae. State finances are thus getting healthier. According to information recently issued for the first three months of 1948, this account shows still further improvement, which means that the State budget is more or less working according to plan.

The narrowing of the gap of the budget was achieved by the levying of new heavy taxes and the cutting down of state expenditure to the minimum possible. Resort to the issue of bank notes, with resultant inflation, was thus avoided.

The following foreign loans were granted to Greece since her liberation:

- (a) £10,000,000 loan granted by the British Government in January, 1946, without interest, serving as a cover for the Greek currency;
- (b) \$25,000,000 granted by the United States Import-Export Bank, \$13,000,000 of which was spent by the end of September, 1947;
- (c) \$55,000,000 credits extended by the United States for the purchase of surplus allied war material, \$34,500,000 of which was spent by the end of September, 1947;
- (d) British credits for the purchase of war material and supplies of a total value of £1,587,647. This amount is to be compensated by the payments effected by the Greek Government to the British forces in Greece.

Canadian Exports, by Areas

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

GEOGRAPHIC AREAS	July			January-July		
	1938	1947	1948	1938	1947	1948
(Millions of Dollars)						
BRITISH COUNTRIES						
United Kingdom and Europe.....	26.2	72.0	57.3	189.8	435.4	421.7
America.....	1.8	11.0	9.0	12.2	77.8	63.9
Africa.....	2.3	6.6	7.4	11.5	54.4	47.6
Asia.....	0.4	6.5	6.7	5.0	36.2	28.5
Oceania.....	4.8	8.0	3.1	29.9	52.8	30.5
TOTAL BRITISH COUNTRIES.....	35.5	104.2	83.5	248.4	656.5	592.2
FOREIGN COUNTRIES						
United States and Possessions.....	21.2	82.5	119.3	140.0	567.5	768.2
Latin America.....	1.1	9.4	11.2	10.2	73.3	70.3
Europe.....	7.1	32.1	33.4	36.7	210.2	177.4
Other Foreign.....	1.3	8.4	3.5	17.9	56.5	42.9
TOTAL FOREIGN COUNTRIES....	30.7	132.4	167.3	204.8	908.6	1,058.8
TOTAL DOMESTIC EXPORTS.....	66.2	236.6	250.9	453.2	1,565.0	1,651.0

Canadian Exports, by Countries

Country	July			January-July		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
BRITISH COUNTRIES						
Europe:						
United Kingdom.....	25,796	69,442	56,340	186,725	422,083	415,709
Eire.....	388	2,213	476	2,869	10,154	4,806
Gibraltar.....		14		2	208	3
Malta.....	20	343	527	230	2,928	1,199
TOTAL EUROPE.....	26,204	72,012	57,343	189,826	435,373	421,717
America:						
Newfoundland.....	593	4,341	5,053	4,102	26,846	28,592
Bermuda.....	116	451	193	783	3,148	2,356
Barbados.....	89	766	420	591	5,740	3,227
Jamaica.....	373	1,297	1,015	2,568	10,514	8,615
Trinidad and Tobago.....	283	2,472	991	2,039	17,337	9,603
Bahamas.....		254	212		2,136	2,346
Leeward and Windward Islands.....	146	625	410	1,100	4,832	3,336
British Honduras.....	32	24	9	166	831	530
British Guiana.....	118	774	712	815	6,409	5,340
Falkland Islands.....						
TOTAL AMERICA.....	1,750	11,004	9,015	12,164	77,793	63,945
Africa:						
Northern Rhodesia.....		7	69		181	295
Union of South Africa.....	2,173	4,996	6,620	9,874	45,153	41,052
Other British South Africa.....		1	1		9	4
Southern Rhodesia.....	71	542	195	718	3,336	1,491
Gambia.....	2			14	57	25
Gold Coast.....	23	144	163	80	736	1,175
Nigeria.....	16	124	128	52	1,663	638
Sierra Leone.....	20	79	2	127	548	520
Other British West Africa.....					2	
British Sudan.....	4	52	1	196	266	38
British East Africa.....	39	680	197	438	2,427	2,324
TOTAL AFRICA.....	2,348	6,625	7,376	11,499	54,378	47,562

Canadian Exports, by Countries—Continued

Country	July			January-July		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
BRITISH COUNTRIES—Con.						
Asia:						
India.....	114	4,452	4,043 258	1,607	21,815	14,791 1,149
Pakistan.....	5	49	.....	92	588	.....
Burma*.....	9	483	108	135	1,979	996
Ceylon.....	2	347	189	59	769	749
Aden.....	94	657	758	1,616	4,073	4,840
British Malaya.....	1	.....	.....	4	9	16
Other British East Indies.....	180	437	1,188	1,462	3,149	4,910
Hong Kong.....	16	123	193	71	3,773	1,029
Palestine.....	.....	.....	.....	.....	.....	.....
TOTAL ASIA.....	421	6,548	6,737	5,046	36,155	28,480
Oceania:						
Australia.....	3,088	5,526	1,949	20,183	35,726	19,560
New Zealand.....	1,595	2,190	1,086	9,393	16,328	10,332
Fiji.....	70	248	.....	249	707	438
Other Oceania.....	.....	6	29	42	17	122
TOTAL OCEANIA.....	4,753	7,970	3,064	29,867	52,778	30,452
TOTAL BRITISH COUNTRIES.....	35,476	104,160	83,537	248,402	656,477	592,158
FOREIGN COUNTRIES						
United States and Possessions:						
United States.....	20,959	82,107	118,930	138,962	564,089	764,980
Alaska.....	7	22	32	59	214	174
American Virgin Islands.....	3	25	1	19	102	63
Guam.....	.....	13	35	3	78	196
Hawaii.....	148	122	181	777	1,502	1,824
Puerto Rico.....	44	246	92	183	1,549	943
Total United States and Possessions.....	21,161	82,535	119,271	140,003	567,534	768,180
Latin America:						
Argentina.....	293	2,444	1,636	2,678	19,211	11,413
Bolivia.....	17	55	109	73	370	607
Brazil.....	283	2,108	3,838	2,151	13,538	16,301
Chile.....	13	279	149	347	2,620	1,823
Columbia.....	72	768	464	596	6,410	5,122
Costa Rica.....	7	139	83	59	1,263	565
Cuba.....	90	463	883	586	3,836	6,293
Ecuador.....	2	53	126	22	1,125	652
Guatemala.....	5	101	103	65	1,152	889
Hayti.....	21	126	99	83	965	876
Honduras.....	5	43	33	102	485	354
Mexico.....	126	867	1,272	1,520	6,098	9,278
Nicaragua.....	4	20	27	56	336	347
Panama.....	15	73	306	195	1,183	1,486
Paraguay.....	3	7	254	9	98	307
Peru.....	68	177	182	550	2,590	1,498
Salvador.....	4	24	66	28	405	636
San Domingo.....	10	122	165	242	973	1,240
Uruguay.....	13	436	671	135	1,797	2,457
Venezuela.....	36	1,061	686	735	8,294	8,204
TOTAL LATIN AMERICA.....	1,077	9,366	11,152	10,232	73,349	70,348
Europe:						
Albania.....	1	5	.....	6	320	40
Austria.....	.....	37	26	8	1,723	2,411
Belgium.....	1,183	5,858	2,671	4,261	28,780	17,250
Bulgaria.....	1	2	13	6	14	105

*See Foreign Countries from January 1, 1948.

Canadian Exports, by Countries—Concluded

Country	July			January-July		
	1938	1947	1948	1938	1947	1948
FOREIGN COUNTRIES—Con.						
(Thousands of Dollars)						
Europe:—Con.						
Czechoslovakia.....	963	1,800	650	2,433	8,415	9,630
Denmark.....	71	148	2,270	717	2,361	4,430
Estonia.....				1		
Finland.....	44	41	245	237	633	1,733
France.....	938	6,098	15,144	5,331	41,331	47,233
Germany.....	1,090	49	1,350	6,996	5,417	8,200
Greece.....	366	66	412	1,403	3,617	6,575
Hungary.....		8	19	1	853	477
Iceland.....	2	96	31	10	1,715	1,328
Italy.....	188	2,640	1,544	866	22,245	10,842
Latvia.....	1			157		
Lithuania.....	143			239		
Netherlands.....	1,120	5,406	4,119	5,728	37,221	24,171
Norway.....	679	3,766	805	4,078	13,829	13,144
Poland.....	26	2,011	897	506	11,243	3,752
Portugal.....	12	328	303	90	2,458	1,772
Azores and Maderia.....		39		2	269	63
Roumania.....	4	2	136	27	45	312
Soviet Union.....		34		604	4,360	95
Spain.....		18	62	19	667	447
Sweden.....	252	1,920	934	2,607	10,964	5,478
Switzerland.....	46	1,637	1,445	398	7,202	10,889
Yugoslavia.....	1	86	342	0	4,532	986
TOTAL EUROPE.....	7,131	32,095	33,418	36,737	210,214	177,363
Other Foreign Countries:						
Abyssinia.....		3	25		77	70
Afghanistan.....			11		33	36
Belgian Congo.....	1	144	184	51	755	1,105
Burma*.....			9			114
China.....	336	3,237	936	1,644	22,193	16,998
Greenland.....		9	14		66	44
Egypt.....	32	966	456	199	7,622	3,769
French Africa.....	5	1,496	102	403	3,252	1,662
French East Indies.....	2	34	21	15	605	279
French Guiana.....		5		4	236	104
French Oceania.....	10	13	4	56	77	35
French West Indies.....	21	162	12	106	1,305	511
Madagascar.....		6	15	54	54	375
St. Pierre and Miquelon.....	20	91	94	141	640	627
Iraq.....	5	24	4	30	1,656	653
Tripoli.....					5	1
Other Italian Africa.....					7	
Japan.....	661	20	220	10,700	435	2,499
Korea.....			2		22	22
Liberia.....	1	6	5	15	88	81
Morocco.....	9	142	36	61	845	504
Netherlands East Indies.....	45	283	58	424	3,655	4,194
Netherlands Guiana.....	3	64	15	22	512	443
Netherlands West Indies.....	15	238	59	129	954	1,352
Iran.....		386	79	38	675	353
Philippine Islands.....	99	261	287	848	7,931	3,603
Portuguese Africa.....	64	81	64	1,015	1,213	2,134
Portuguese Asia.....		1	2		48	42
Siam.....	2	54	43	13	325	300
Canary Islands.....		1		2	46	12
Spanish Africa.....		1			54	42
Syria.....	8	671	27	36	1,343	218
Turkey.....		20	121	1,903	730	753
TOTAL OTHER FOREIGN.....	1,339	8,419	3,484	17,859	57,459	42,935
TOTAL FOREIGN COUNTRIES.....	30,705	132,414	167,327	204,829	908,556	1,058,825
TOTAL DOMESTIC EXPORTS.....	66,181	236,574	250,864	453,231	1,565,033	1,650,983

*See British Countries prior to 1948.

Recovery Program Facilitates Union of Benelux Countries

Economic union effective January 1, 1950—Postwar economic position of the Netherlands less favourable than that of Belgium—Decision to unite expedited by speedy achievement of economic stability by the Netherlands, assisted by the European Recovery Program.

By V. L. Chapin, Assistant Commercial Secretary, Canadian Embassy

THE HAGUE, August 2, 1948.—The Benelux Economic Union is to become effective on January 1, 1950, according to a decision announced by the Foreign Ministers of the Netherlands, Belgium and Luxembourg during their meeting at the Chateau d'Ardenne in Belgium on June 7. The key to this decision lies principally in the fact that the governments of the Netherlands and Belgium now foresee the day when the difficulties presently blocking the way to complete economic union will be overcome. Many factors are responsible for this improvement, an important one being the implementing of the European Recovery Program, and the chain of events that followed.

The declared intention to unite economically developed first into a tariff union, with a customs union and finally an economic union to be established at a later date.

The basis of the decision of Belgium and the Netherlands to follow this step-by-step method stems from the different postwar positions of the two countries. In the struggle to regain economic stability, two entirely different methods were adopted by these countries, which, generally speaking, resulted in the establishment of a free economy in Belgium and a rigidly controlled one in the Netherlands.

Belgium came through the war with her colonies intact, her mature industrial capacity practically unimpaired and with a fund of United States dollars earned by leasing the port of Antwerp to the invading armies and by accommodating American forces on Belgian territory. All of these factors contributed to her decision to adopt a free economy.

War Damage to Netherlands Economy Heavy

In the Netherlands, however, conditions were entirely different. Of all countries engaged in the war, it was perhaps the hardest hit. Its prewar economy which successfully combined industry, agriculture, shipping and international trade, was completely shattered. Great areas of valuable agricultural land, which had been won from the sea over a period of years, were inundated, first by the Dutch themselves to stop the German armies and later by the Germans in order to stem the Allied advance.

The great port of Rotterdam was severely damaged by bombing, the country's industrial plant was stripped and shipped to Germany, its fleet of merchantmen confiscated or sunk, the great East Indies colonies were first devastated and later became the scene of acute political strife. Further, the great German hinterland disappeared as a trading partner and was lost as a revenue earner for the Dutch merchant marine and Rhine fleet. To cope with all this, the Netherlands believed there was only one solution: controlled economy.

In view of the foregoing, it is not difficult to understand why the Benelux countries decided not to plunge headlong into economic union. The original plan was that this union should be arrived at in three phases.

Phase one: the establishment of a common customs tariff became effective January 1, 1948, and is now history. It was anticipated that phase two, the customs union, would have become operative January 1, 1949, at which time the tax structure between the three countries was to have been equalized to the extent that customs formalities at the borders could be dispensed with. Phase three, the economic union, was so fraught with complications that no date was set for its fulfilment. It was impossible to state when the balance of payments position between the Belgium-Luxemburg Economic Union and the Netherlands would be such as to allow for the free exchange of goods free from exchange control.

No one could foresee how or when Holland's rigidly controlled economy could be merged with the free economy of Belgium. Caution and slow steady progress were imperative. Optimistic observers in Holland were setting 1959 as the probable date for the complete functioning of the Benelux Economic Union; others would not venture an opinion. Since January 1 the situation has so changed that the three Foreign Ministers can go on record as stating that the Benelux Economic Union will be completely operative by January, 1950.

Netherlands Speeds Up Economic Recovery

According to high ranking Netherlands Government officials, the decision has resulted from the fact that the Netherlands is achieving economic stability at a speed that was not formerly anticipated. This has come about through the tremendous drive of the Dutch people and because this great self-effort will be supplemented by substantial E.R.P. aid. It is expected that the economic resurgence in the Netherlands, sustained by United States dollars, will so bring the economies of the Netherlands and Belgium into line that complete economic union will be feasible by January, 1950. The influence of the E.R.P. on this decision can be summed up briefly as follows:

Because of the difference in the amount of aid which will be forthcoming, the Netherlands is to benefit to a greater extent than Belgium. Secondly, E.R.P. has improved the position of the Netherlands in respect of her trade with both the Western Zone of Germany and the Netherlands East Indies. The contemplated E.R.P. loan to the Indies and the bringing into the fold of Western Germany will be of great importance to the Netherlands in its progress toward economic recovery.

Trinidad Enjoys Building Boom

Port of Spain, August 17, 1948.—(FTS)—Severe shortage of both residential and commercial accommodation, together with present prosperity, has led to a building boom in Trinidad. In spite of high costs, new homes, office buildings and stores are being erected on a large scale. Chief hindrance to the expansion is the shortage of building materials, which must be obtained from the United Kingdom, due to present import restrictions.

Grenada Bids for Tourist Trade

Port of Spain, August 17, 1948.—(FTS)—The Santa Maria Hotel, Grenada's bid for the tourist trade, is expected to be completed shortly. Built to accommodate seventy guests in the initial stage, it will be extended to accommodate a hundred, as demand warrants. All rooms have telephones and showers, with provision for hot baths on each floor. The hotel is built on a small hill and is almost completely surrounded by water.

Food Grain Production in India Affected by Lack of Fertilizer

Demand for nitrogen fertilizer estimated at 2,000,000 tons per year—Allocation for 1948 by International Emergency Food Council amounts to only 40,000 tons—Sulphate of ammonia is most popular type in use.

By Richard Grew, Commercial Secretary for Canada

NEW DELHI, July 5, 1948.—While the development of increased production of food grains in India is one of the primary aims of the authorities, progress is severely handicapped in many districts owing to the serious shortage of fertilizers and particularly nitrogen. Where irrigation facilities are not available, crops are dependent on the monsoon which is a variable factor that can range from an almost total failure to an overabundance that may cause severe damage from floods. Fertilizers are an essential item in the production of food crops.

The principal deficiency of Indian soil is that of nitrogen. The main portion of the demand for nitrogen fertilizer must be met from sources of supply outside the country. It is estimated that the total requirements for all crops is 2,000,000 tons per year, while the allocation established by the International Emergency Food Council during 1948 amounts to 40,000 tons.

According to the general classification in practice in this country, fertilizers are divided into two broad categories of organic manures and chemical fertilizers.

Organic manures not only contain the much needed ingredient for Indian soil, namely nitrogen, but they also contain humus, which is essential for maintaining the fertility of the soil. Large quantities of humus are available in manures and compost.

Although the total production of animal manures, mainly derived from cattle, amounts to approximately 800,000 tons per year, the total quantity is by no means available as a fertilizer, over half the production being used as a fuel in its dried state. The quantity available for fertilizing is estimated in the neighbourhood of 300,000 tons yearly.

Attempting to Increase Production of Compost

The second variety of organic manure, namely compost, is mainly derived from town refuse, sweepings, fodder refuse and night soil. The Ministry of Agriculture, during the last three years, has devoted considerable attention and effort to methods that could be devised for the production of compost from night soil. At the present time, 600 municipalities are working on various schemes that have been suggested, and it is estimated that the annual production of compost from this source at present is in the vicinity of 600,000 tons. It is believed that production can be increased up to a total of 1,000,000 tons per year.

Green manures, of which the most important is oilcake, have been the subject of large-scale tests by the various provincial Departments of Agriculture. The provinces of Bengal and Madras have been the most successful, and the use of oilcakes in these provinces has become quite popular when there is an assured supply of water. Total production of inedible oilcakes used as manure is around 250,000 tons per year. Its chief disadvantage is the relatively low content of nitrogen, varying from 1.5 per cent to 7 per cent.

Prior to the last war, India exported approximately 200,000 tons of bones per year. These bones, prior to export, were crushed at the chief ports and a by-product, bonemeal, which was useful as a manure, was obtained. Since the war, this business has diminished to a considerable extent and at present exports of ground bones only amount to about 40,000 tons annually. Consequently, there has been a serious reduction in the quantity of bonemeal available for manuring.

The most useful chemical fertilizer for the requirements of this country is ammonium sulphate, of which there is at present an annual local production of about 45,000 tons. It is hoped that when a new factory goes into operation, the production will be over 400,000 tons per annum.

Canada has been supplying this country with various types of chemical fertilizers during the past several years, and the following shows the annual quantity imported into this country during the past four fertilizer years, which commences on July 1:

Imports of Chemical Fertilizers from Canada

	1944-45	1945-46	1946-47	1947-48
			(long tons)	
Sulphate of Ammonia....	17,000	11,000	13,000	1,740
Ammonium Phosphate	14,000	6,634	10,150	4,464
Ammonium Nitrate .....	.....	2,000	6,035	7,950

Sulphate of Ammonia Most Popular Chemical Fertilizer

Sulphate of ammonia is the most popular type, and a far larger quantity would be purchased if supplies were available. This is partly accounted for by the fact that Canadian prices have been somewhat lower than other sources of supply.

Ammonium nitrate is not so well liked in this country, which is due to the combustible nature of the product. The authorities are somewhat concerned over the possibilities of explosions which might react unfavourably to the use of all chemical fertilizers. The average farmer is conservative and not amenable to new theories and practices. Any accident with ammonium nitrate would have a detrimental effect on the use of other types as well, with the result that a considerable amount of time and effort in educating farmers to the use of chemical fertilizers would have been wasted. There is also the difficulty concerning weather conditions. During the monsoons, which last for varying periods in different districts, it is felt that there would be a considerable risk from rain and dampness, as ammonium nitrate is highly soluble. This risk is particularly great at present owing to the congested state of rail traffic within the country. Goods are liable to be held up for indefinite periods and in monsoon weather the danger of loss, if not more serious trouble, is always prevalent. Some ammonium nitrate has been imported into this country, but care has been taken to have supplies reach this country during the dry season.

It is estimated that from 100,000 to 150,000 tons of phosphates yearly are required to fertilize the 3,000,000 to 5,000,000 acres sown to cereals in this country. Local production has not reached any importance, although superphosphates can be produced from bone as a by-product of the glue and gelatine industry. Consideration is now being given to the possibility of utilizing the surplus sulphuric acid produced in this country, combined with the importation of ground rock phosphate from North Africa for the production of phosphates.



Commodity Comments

By Export Division, Foreign Trade Service

Foods and Related Commodities

United States' Imports of Groundfish Increased in July.—Imports of cod, haddock, hake, pollock, cusk, and rosefish fillets into the United States during July amounted to 6,410,195 pounds, nearly three times the amount imported during the same month last year. Total imports of these fillets during the first seven months of 1948 amounted to 31,739,580 pounds, nearly 18 million pounds more than the receipts during the first seven months of 1947. However, total imports for the first seven months of 1948 were only 1.8 million pounds greater than the amount received during the same period in 1946.

Imports of Groundfish into the United States

Country	(Preliminary data)		Seven months ending with July		
	July, 1948 Pounds	July, 1947 Pounds	1948 Pounds	1947 Pounds	1946 Pounds
Canada	4,311,219	1,912,395	19,569,604	10,663,060	24,052,066
Newfoundland	2,079,026	326,820	9,661,386	2,354,320	2,838,940
Iceland	19,950	.....	2,499,198	3,944,472	3,008,184
Denmark .....	.....	.....	9,352	.....	.....
Sweden .....	.....	.....	40	.....	.....
Norway .....	.....	.....	.....	.....	1,756
Total	6,410,195	2,239,215	31,739,580	16,961,852	29,900,946

Note.—Imports from Canada include fillets from Newfoundland which were shipped through Canada, en route to the United States.

British Columbia's Canned Salmon Pack.—British Columbia's canned salmon pack on August 14 in comparison with last year's pack as of August 16, 1947 (in brackets): Sockeye, 236,436 cases (252,695); Springs, 11,424 cases (5,635½); Steelheads, 3,102 cases (1,832); Bluebacks, 18,754 cases (4,524); Coho, 74,746 cases (58,611); Pinks, 186,918 cases (132,958½); and Chums, 82,249 cases (86,000).

Exports of Cod Liver Oil.—Permits are being issued freely for the export of cod liver oil, regardless of whether it is extracted from fresh or decomposed cod livers.

Machinery, Metals and Chemicals

Katong Factory Plan Shelved.—Plans for building an assembly plant by the General Motors Corporation at Katong, Singapore, have been shelved. The acting manager of the corporation in Singapore, Mr. F. W. Allen, told the *Straits Times* that the ban on imports of American cars into Malaya has affected the project. It is not abandoned completely but only deferred.

Thirteen months ago, the Municipal Commissioners gave final approval for the \$1,000,000 plant. It was to have been erected in Fort Road on the site of a former go-down adjoining Katong Park.

Since then, conditions have failed to improve, and with the tightening up of American dollar expenditure, no work was started on the factory. It was originally proposed that building work should begin last March.

Before the war, General Motors erected plants in India and Batavia. This would have been the first assembly plant to have been erected in the Far East since the war.

Australian Import Controls Affect Agricultural Machinery.—Effective July 1, a new list of commodities was subject to import control into Australia from dollar countries. This list included replacement parts for agricultural machinery. Provision exists for some agricultural machines and implements, such as handworked seed drills, etc. Plows, harrows, cultivators and other implements will not be imported. Cream separators, as well as replacement parts, are licensed for import.

Wood and Paper

ECA Authorizations of Wood, Pulp and Paper. — Authorizations released by European Co-operation Administration in Washington include the following items:

Commodity	From	To	Amount
Woodpulp	Canada and Newfoundland		
Woodpulp	Canada	United Kingdom	\$5,000,000
Electrical pressboard and tympon paper	Canada	France	371,000
Newsprint	United States	France	20,000
Newsprint	Sweden	Bizone Germany	1,434,000
Newsprint	Sweden	Greece	210,000
Paper products	Netherlands	Bizone Germany	300,000
Waste paper	United States	France	22,350
Waste paper	United States	Bizone Germany	33,000
Rayon pulp	Sweden	Bizone Germany	2,210,000
Groundwood pulp	Sweden	Bizone Germany	888,000
Groundwood pulp	Finland	Bizone Germany	488,000
Woodpulp for paper	Sweden	Greece	170,000
Groundwood pulp	Sweden	Bizone Germany	339,000
Pulpwood	Canada	Netherlands	140,000
Lumber (Douglas fir)	Canada	United Kingdom	12,000,000
Lumber (Douglas fir)	Canada	Italy	1,000,000
Lumber and saw mill products	United States	France	300,000
Yellow pine	United States	Italy	1,300,000
Lumber	United States	United Kingdom	5,200,000
Cross ties	United States	Netherlands	61,000
Cross ties (untreated)	United States	Austria	650,000
Lumber and saw mill products	United States	Greece	150,000

The above authorizations are up to August 25, 1948. These authorizations do not necessarily indicate new business, as in several instances they are merely reimbursements for purchases already made.

General Products

Sporting Goods Floating Show Sponsored.—The Quebec Branch, Canadian Bicycle and Sporting Goods Dealers' Association is sponsoring a "Floating Show", leaving Montreal on September 21. A ship has been chartered for a seven-day trip down the St. Lawrence and up the Saguenay. Feature of the enterprise is the exhibit space allotted to manufacturers desirous of showing their wares to buyers who participate. Already reservations have been received, not only from domestic purchasers, but from a number of United States and Mexican sports buyers as well. Exhibits include bicycles, fishing tackle, ski goods, tennis, golf and most sports equipment lines.

Canadian Toy Firm Establishes Assembly Plant in the United States.—One Western Ontario toy manufacturer has recently set up an assembly plant in the United States in order to develop that market. All the manufacturing is done in Canada, but the parts are assembled, painted and shipped from the new plant. In this way, the company is enabled to sell its products at an f.o.b. American price, which has, it is learned, proved highly satisfactory to customers in the United States.

Gross Tonnage of Swedish Merchant Marine Increased During Past Year

*Additional 173,000 gross tons brings total to 1,907,000 gross tons—
Additional motor vessels and steamships mainly account for increase
—Traffic in principal ports reflects increased shipping activity.*

By F. H. Palmer, Commercial Counsellor for Canada

(Editor's Note—This is the sixth in a series of articles by Mr. Palmer on economic conditions in Sweden during 1947, prepared for *Foreign Trade*. The others appeared in the July 24th, August 7th, August 14th, August 21st and August 28th issues.)

STOCKHOLM, March, 1948.—Sweden's commercial fleet increased by 173,000 gross tons during 1947, bringing the total shipping tonnage to 1,907,000 gross tons. An increased tonnage in motor vessels was the principal factor, and, to a lesser degree, additional steamships. At the same time a decline was noted in sailing vessels with auxiliary engines.

The Swedish diesel-driven fleet increased during 1947 by sixty-one vessels amounting to 125,000 gross tons. The steam tonnage grew by nine vessels and 50,000 tons, while the auxiliary fleet remained practically unchanged. Newly constructed ships from Swedish shipyards comprised the greater proportion of these additions. During the year, Sweden's shipyards delivered forty-eight motorships totalling 107,000 gross tons, four steamships of 9,900 tons, and two auxiliaries. Tonnage built at foreign yards during 1947 for Swedish owners, or bought from abroad, consisted of eighteen steamers of 49,000 tons, eighteen motorships of 42,000 tons, and one auxiliary craft. During the war three merchant vessels and nine auxiliaries were lost, while eighteen merchant vessels and five auxiliaries were sold to foreign buyers.

Swedish Mercantile Marine

	1946		1947	
	No.	Tons	No.	Tons
Steamships	677	585,106	686	634,561
Motor vessels	624	1,071,869	685	1,196,754
Vessels with auxiliary engines.....	772	77,162	753	75,834
	<u>2,073</u>	<u>1,734,137</u>	<u>2,124</u>	<u>1,907,149</u>

Ships entering Swedish ports during the year comprised no less than 50 per cent Swedish tonnage and 18 per cent Danish.

Shipping in the three more important ports increased by 30 to 35 per cent as compared with 1946. Stockholm's traffic recorded the largest increase. Tonnage for Stockholm aggregated some 3,651,000 tons, with 5,100,000 tons for Gothenburg, and 3,777,000 tons for Malmo. In all, the inward bound tonnage for these three ports totalled 16,552,000 tons as compared with 11,881,000 tons in 1946. The total outward bound tonnage amounted to 16,932,000 tons in 1947 as against 12,753,000 tons during the previous year.

Air Lines Traffic Increased

The Swedish air lines enjoyed considerably increased traffic during 1947, compared with the preceding year. The total distance flown in 1947 was 5,443,000 miles, as against 4,180,000 miles in 1946. The number of passengers carried was 175,500 against 172,900. Baggage, freight and mail totalled 5,300 tons, as compared with 3,000 tons during 1946.

During 1947, the Scandinavian Airlines System (SAS) completed 707 transatlantic flights, 610 of which were on the North Atlantic route and 97

on the line to South America, a total distance of 3,367,000 miles. More than 19,000 passengers were carried, 16,300 on the North Atlantic and 2,700 on the South Atlantic route, while baggage, freight and mail totalled 842,000 kilograms, of which 733,000 kilograms were to and from North America and 109,000 kilograms on the South American route.

United Kingdom Shipbuilding Industry Producing One Million Tons Annually

Present total tonnage has not been exceeded since 1921—Orders from foreign countries account for 31·7 per cent of total construction—United Kingdom accounts for 55·8 per cent of world tonnage.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, July 21, 1948.—Orders for ships placed in the United Kingdom have increased, and annual production is now at the rate of one million tons. Overseas countries are purchasing an increasing tonnage of vessels from the United Kingdom. According to the report of Lloyd's Register of Shipping for the quarter ended June 30, the work in hand has increased by 105,668 tons as compared with the figure for the previous quarter. The present total of 2,243,703 tons gross is also greater by 189,327 tons than the tonnage which was being built a year ago and has not been exceeded since December, 1921.

There is a continued increase in the numbers of vessels intended for registration, or for sale, abroad. The figure has risen from about 100,000 tons at the end of March, 1946, to 573,000 tons at the end of March, 1947, and to 696,000 tons at the end of last March. It now stands at 711,455 tons, or 31·7 per cent of the tonnage being built in Britain. It includes 253,446 tons for Norway and 88,545 tons for Argentina.

Construction Outside United Kingdom Reduced

The tonnage of steam and motor merchant vessels under construction outside the United Kingdom at the end of June was 1,778,186 tons gross, which is 3,153 tons less than that recorded at the end of last March. No figures are available for Germany, Japan and Russia. The leading countries abroad are: France, 331,216 tons; Sweden, 241,980 tons; Italy, 220,805 tons; Holland, 219,628 tons; British Commonwealth, 176,046 tons (including Canada, 125,847 tons; and Australia, 34,129 tons); United States, 162,072 tons; Denmark, 118,711 tons; and Spain, 112,897 tons.

Of this tonnage, 709,849 tons (or 39·9 per cent) is intended for registration elsewhere than in the country of construction, or for sale, including 307,961 tons for Norway, 151,936 tons for France, and 73,429 tons for Argentina.

Britain Accounts for 55·8 Per Cent of World Construction

The total tonnage of vessels under construction in the world amounts to 4,021,889 tons gross, of which 55·8 per cent is being built in Britain and 44·2 per cent abroad.

During the quarter under review, in the United Kingdom 375,000 tons were begun, 301,730 tons were launched, and 274,323 tons completed. Similar figures for abroad are: 342,650 tons begun, 292,023 tons launched, and 372,803 tons completed.

All the vessels exceeding 20,000 tons now under construction are being built in the United Kingdom.

Mexican Processed Wood Products Fail To Obtain Export Market Acceptance

Real increase in value of exports if exacting demands of countries of destination could be met—Shipments of raw logs continue to increase—Program of forest conservation in operation—Technical direction and adequate government encouragement required to develop industry.

By D. S. Cole, Commercial Counsellor, Canadian Embassy

(Editor's Note—This is the last of two articles on the Mexican lumber industry, prepared for *Foreign Trade*. The first appeared in the August 14th issue.)

MEXICO CITY, May 5, 1948.—The exportation from this country of processed wood products has not been too successful, due to the failure to achieve full and unqualified market acceptance for these products. If the exacting demands of countries of destination could be met, there would be a real increase in the value of exports. Complaints from abroad have included warping, twisting, poor selection, overlaps and gaps in edge-jointing or veneer plies, splitting, poor surface qualities, variations in thickness and general non-uniformity. However, an improvement in quality is expected, as a number of plywood and veneer plants operating in the country are making a determined effort to modernize their operations.

Shipments of raw logs show a steady climb, which will probably continue. These are made into veneer and plywoods in the countries of destination.

For many years this country's tropical forests have supplied a large part of the valuable woods consumed by countries abroad, although exportation to outside markets fell off considerably, due to the last war and its after effects.

United States and Latin America Present Almost Unlimited Market

Provided the industry is placed on a sound basis, the export market in both the United States and Latin America is almost without limit. The demand for high-grade hardwoods in foreign countries is constantly increasing, and Mexico should be counted among the logical suppliers.

Export figures for the years 1940 to 1944 are shown in the following table:

Mexican Exports of Lumber, Timbers and Logs

	1940	1941	1942 (Pesos)	1943	1944
Common:					
Construction lumber	401,592	908,341	5,171,894	5,842,697	3,943,349
Timbers	3,263	325	56,020	146,465	8,780
Logs	75,845	247,047	263,625	5,789	9,458
Fine:					
Lumber	93,852	441,957	669,696	828,913	621,598
Hewn timbers	34,731	6,751	160	10,715	.....
Logs	1,633,124	2,303,901	3,451,895	5,331,736	6,385,979
Total value	2,242,407	3,908,322	9,613,290	12,166,315	10,969,164

Although exploitation of a Mexican forest requires a permit from a government agency, accurate statistics on forest production are not available, and officials are only able to supply figures on the quantities of forest products officially authorized. These data do not represent the true extent of each activity. The following table gives production information on

principal woods from 1940 to 1944. Authorities agree that the official permits to cut are usually exceeded, but it is impossible to calculate the amount resulting from unauthorized cutting.

Authorized Production of Forest Products

Product:	Units	1940	1941	1942	1943	1944
Sawed lumber and boxes	M ³	514,409	725,861	667,421	812,388	906,798
Slabs, edgings and other solid wastes	M ³	122,740	79,229	276,722	18,544	54,388
Sawdust	Tons	37	....	4	56	290
Beams, timbers, rafters, joists and shingles	M ³	352,222	328,384	415,956	430,733	479,717
Logs, posts, etc.	M ³	106,449	141,359	161,798	209,858	246,698
Firewood	M ³	441,587	616,068	334,426	649,077	544,825

Lack of proper drying facilities makes it desirable to import both plywoods and a certain amount of hardwoods for use by the furniture industries. Also difficulties of transportation will continue to make it more economical for some parts of Mexico to import certain items than to have them shipped from remote regions of this country.

Mexican Imports of Lumber, Plywood, Poles, Timbers, Etc.

	1940	1941	1942	1943	1944
Common:			(Metric tons)		
Construction lumber	13,367	20,934	16,629	10,880	22,839
Flooring, moulding, etc	8,607	7,803	7,216	6,621	2,623
Veneer, plywood, etc.	1,996	1,543	1,641	53	138
Box shooks and special cuts	221	483	431	693	754
Fine:					
Lumber and special cuts	137	282	115	120	144
Plywood	349	237	172	13	69
Miscellaneous:					
Poles, creosoted timbers, posts, fire- wood and miscellaneous	1,584	3,260	3,120	4,730	4,497
Total	26,261	34,542	29,324	23,110	31,064
Total value (Pesos)	4,910,951	6,605,667	6,659,971	4,654,099	6,255,143

Trend Towards Forest Conservation

A recent change in both import and export duties shows a significant trend towards conservation of Mexican forests. Whereas import duties changed only slightly, there was a definite increase in those on exports. This step followed long endeavours to interest the public in forest conservation and which up to the present time have not had the desired effect. Exportation of Mexico's forestry products will be much more costly from now on.

Up-to-date forest nurseries have been established and an extensive campaign was launched in the press and the schools of the country to protect the forests of the country. A number of timbered areas have been set aside as national forest preserves and parks, and, in certain regions, cutting is absolutely forbidden.

Large-scale reforestation of denuded areas has not yet been started, although a small amount of planting has been initiated. Lack of modern tractor-driven automatic tree planting machines is possibly the reason why the reforestation program lags.

Until recent years little interest had developed in the conservation and perpetuation of the country's forest resources. The Forest Service, as now organized, generally follows methods similar to those in use in the United States, and it appears to have somewhat more control of exploitation than previously.

Advantageous exploitation of Mexico's forests can never take place until there is expert knowledge of what these forests contain, the quantities

available and what they are best suited for. The cutting of logs for exportation will have to be discontinued and instead they must be correctly processed and manufactured in Mexico before being exported.

Given the necessary technical direction and adequate government encouragement, this industry could, within a few years, be developed to the point where it could supply practically all national requirements and export as well. It seems paradoxical that this country should import wood and wood products, while a large part of her territory is covered with some of the finest and largest forests in the Americas.

Limited Possibilities for Canadian Lumber and Plywood

Total imports of lumber from all sources amount only to approximately U.S.\$1,200,000, of which the largest item is construction lumber. Canada, prior to the war, had no exports to this country, but in 1946, Douglas fir to the value of \$202,000 was shipped to Mexico, the trade falling off to \$6,000 in 1947.

Recent inquiries for Canadian plywood indicate there is a market for special types from Canada. There will, however, be difficulty in getting import permits to Mexico, owing to the fact that, with local plywood mills supply the market, the Mexican Government will be very averse to granting them.

Provided Canadian sources of supply are competitive, there might also be a fair market for heavy piling, particularly in Mexico City and Mexican ports. Mexico City is built on a lake bottom, and it is therefore necessary for all big buildings to be constructed on extensive and heavy piling.

Canadian firms interested in this market should communicate with the Commercial Division of the Canadian Embassy in Mexico City.

Employment of German Agents by Foreign Principals Simplified

Frankfurt, August 26, 1948.—(FTS)—Procedure for the employment of German agents on behalf of foreign principals has been completely revised and simplified by the Joint Export-Import Agency. The new procedure eliminates the requirements for screening and prior approval of prospective agents, which sometimes took up to several months previously. Under the new procedure, a German agency for a foreign firm may now be established as quickly as the agent and the principal can reach agreement. Agency contracts must be in writing, but may consist of an exchange of letters, cables, or telephone conversations confirmed in writing.

JEIA will continue to ensure, however, that payment for the agent's services is made in hard currencies into the JEIA fund and that the agent receives the equivalent in Deutsche marks at the rate of one Deutsche mark equals 30 cents.

The new procedure opens the way for the employment of German agents in several fields where it was previously not practicable or not permitted. Primary among these is the handling of goods on consignment for sale against foreign exchange in accordance with Military Government laws and regulations. Previously German agents were not permitted to hold foreign goods awaiting sale.

Also facilitated will be the use of German agents in ships chandlery, and transactions involving perishable foods, where quick turnover is necessary, as well as the employment of the services of lawyers, engineers, architects, clergymen, authors and other specialists.

Financial Measures Advocated to Assist German Coal Industry

Increase in average price of hard coal authorized immediately, pending final decision—Full Deutsche mark value of export proceeds to be made available to industry—Marginal mines to be subsidized—Outstanding accounts for exports to be settled at Deutsche mark equivalent value.

By B. J. Bachand, Canadian Economic Representative

FRANKFURT, July 31, 1948.—Important decisions designed to meet grave financial problems which have arisen in the coal industry of the Bizonal Area of Germany have been announced by the Bipartite Control Office. The main decisions, made at the meeting of the Bipartite Board on July 15, include: an increase in the average price of hard coal; payment to exporters of the Deutsche mark value of coal exports converted at the 30-cent conversion rate; the payment of subsidies for the time being for marginal mines unable to cover fully their operating costs; and the making available to the industry of the Deutsche mark equivalent of outstanding accounts for coal exports.

Effective August 1, 1948, the Military Governors have authorized an increase in the price of hard coal by 7.50 Deutsche marks per ton average. Allied officials pointed out that, without the immediate provision of such funds, further production of coal in the combined economic area would have been seriously endangered. The German bizonal authorities have been requested accordingly to prepare the necessary regulations to implement this decision.

Price Increase a Temporary Measure

Allied authorities emphasized that the Military Governors' decision to authorize the price increase is an interim measure, pending a permanent solution based upon the decisions of the German bizonal authorities. It was pointed out, however, that, although it was recognized that additional funds must be raised immediately to meet the current needs of the coal industry, a general increase in price has been the only effective proposal to date. In reaching this decision, Military Government has not, of course, overlooked the prerogatives of the economic council in the field of price increases, but it has been impossible to await a decision of the council, which is at present in recess. The preparation by the German bizonal authorities of an alternative solution to the financial problems of the coal industry, to replace the interim measure of a general price increase now decided on, is regarded by the Military Government as a matter of the greatest urgency.

The Bipartite Control Office also announced that the Military Government has decided to make available to the industry the full Deutsche mark value of the export proceeds converted at thirty cents per Deutsche mark; previously payment was made at the internal price of the coal exported. This decision will apply to all coal exports, beginning with those of June, 1948.

Marginal Mines to be Subsidized

According to Bipartite officials, the Military Government agrees that subsidies should be eliminated to the maximum extent possible. Since

it is not expected, however, that, even with the proposed price increase, all mines will be able to cover their operating costs, the Military Governors have agreed that, as a temporary measure subject to periodic review, marginal mines are to be subsidized. The German bizonal authorities, in consultation with the Deutsche Kohlen Bergbauleitung, are being requested to study this question urgently and make recommendations to the Military Government regarding the mines to be subsidized, the amounts to be provided from the bizonal budget, and how the money is to be raised.

Furthermore, permission has been granted for the industry to be paid by the Aussenhandelskasse the Deutsche mark equivalent of the accounts for coal exports outstanding at June 20, 1948. It was also stated that Military Government has requested the German bizonal authorities to forward at an early date their recommendations covering the long-term financing of the coal industry and the extent, if any, to which the existing controls on the allocation and distribution of coal can be removed.

J. C. Britton Appointed Special Representative to Japan



James C. Britton

James Cleland Britton, who has been stationed in St. John's, Newfoundland, for the last five years, has been appointed Special Representative of the Department of Trade and Commerce with the Canadian Liaison Mission to Japan, and will leave for Tokyo on completion of his present tour of Canada the end of this month, departure being taken the end of October.

Mr. Britton will succeed Mr. J. E. Kenderdine, who is returning to private business in British Columbia. Prior to his departure for Japan, Mr. Kenderdine was connected with the Department of Munitions and Supply, in Ottawa.

Born in Toronto, Mr. Britton was educated in that city and afterwards graduated from Queen's University, in Kingston, with a B.Com. degree. He joined the Canadian Trade Commissioner Service in 1931, and was appointed Assistant Trade Commissioner at Port of Spain, Trinidad, in May, 1933. Mr. Britton was transferred to Johannesburg in August, 1936, as Assistant Trade Commissioner, and moved to Los Angeles in January, 1942. He served with the R.C.N.V.R. from June, 1942, until May, 1943, when appointed Secretary to the Office of the High Commissioner to Newfoundland. Two years later he was appointed Acting Trade Commissioner in St. John's, and subsequently made Commercial Secretary. Mr. Britton was recently succeeded in Newfoundland by R. Campbell Smith, who was transferred from Cairo, Egypt.

An exporter must consider insurance on merchandise when this responsibility is assumed under the terms of sale. While such business may be placed with marine insurance agents, forwarding agents, etc., there are also available the services of qualified marine insurance brokers in the principal cities of Canada, who are prepared to place insurance and collect claims. (See our *ABC of Canadian Export Trade*, page 53.)

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
Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Chatham—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kentville—Board of Trade.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce.
Pembroke—Chamber of Commerce.

Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Saskatoon—Board of Trade.
St. Catharines—Chamber of Commerce.
Toronto—Canadian Manufacturers' Association.
Vancouver—H. W. Brighton, Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Winnipeg—Canadian Manufacturers' Association.
Windsor—Chamber of Commerce.

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 with 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.

Vancouver, Victoria—September 11-15.

T. Grant Major, Canadian Government Trade Commissioner in Port-of-Spain, Trinidad, will commence a tour of Canada on September 7, visiting those sections of the country interested in trade with his area, which includes the Leeward and Windward Islands, Barbados, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Toronto—September 7-14.
 Guelph—September 15.
 Kitchener—September 16.
 Hamilton—September 17-18.
 Montreal—September 20-25.
 Winnipeg—September 28.
 Saskatoon—September 30.
 Edmonton—October 1.
 Vancouver—October 4-9.

Victoria—October 6.
 Regina—October 11.
 Ottawa—October 14-16.
 Fredericton—October 18-19.
 Saint John—October 20-21.
 Kentville—October 22-23.
 Halifax—October 25-26.
 Charlottetown—October 28.
 Moncton—October 29.

J. C. Britton, Commercial Secretary for Canada in St. John's, Newfoundland, for the last five years, is continuing his tour of Canada, during which he will discuss with businessmen the development of trade between this country and Newfoundland. On conclusion of his present tour, Mr. Britton will sail on October 27 for Tokyo, to which he has been posted as special representative.

Montreal—September 7-11.
 Hamilton—September 15-16.
 St. Catharines—September 17.
 Niagara Falls—September 17.
 Welland—September 18.
 Brantford—September 20.
 London—September 21.
 Chatham—September 22.

Windsor—September 23.
 Walkerville—September 23.
 Kitchener—September 27-28.
 Toronto—September 29-October 12.
 Winnipeg—October 14.
 Regina—October 15.
 Vancouver, Victoria—October 18-23.

Trade and Tariff Regulations

British Guiana Prohibits Imports of Underwear

Georgetown, August 26, 1948.—(FTS)—The Controller of Supplies and Prices, British Guiana, notified importers on August 21 that underwear of all kinds had been added to the list of commodities for which licences would not be granted, except from the United Kingdom and her colonies.

Pakistan Liberalizes Imports from Dollar Countries

Karachi, August 31, 1948.—(FTS)—The Chief Controller of Imports and Exports announced on August 27 that applications will be considered for licences for the importation into Pakistan during the shipping period ending December 31, 1948, from dollar countries of the following categories of goods: Cotton thread and fents; pine and essential oils; printing material, type and lithographic materials; domestic sewing-machines; bicycles; electric meters and measuring instruments; enamelled ironware; ironmongery and tools; textiles; chemicals and dyes; aluminum powder and paint; leadpencils; soap; glue; oilcloth and floor cloth; domestic earthenware and china; starch; farpa plastic moulding powder.

Applications for licences for the above goods must be filed before September 30. It is recommended that manufacturers and exporters interested in exporting these goods to Pakistan forward offers c.i.f. Karachi to their agents, or to the office of the Canadian Trade Commissioner at Karachi, at the earliest possible date, thus enabling timely filing of applications for import licences.

Labelling of Pharmaceuticals in Switzerland Regulated by Law

Berne, August 28, 1948.—(FTS)—Effective August 1, 1948, the following regulations govern the labelling of pharmaceuticals to be sold in Switzerland: "Immediate containers and outside packages containing pharmaceuticals, as well as all descriptive literature, must bear the name of a responsible representative in Switzerland of the manufacturer. Furthermore, products must be accompanied by a description of the therapeutically effective contents in order to facilitate their identification and analyses of purity. Products containing 'Separanda' and 'Venena' must be marked so as to show the exact dose. If a package contains phials, each phial must bear an indication of its contents and quantity thereof."

Canadian manufacturers should comply with the new regulations to avoid delays in the release from customs of pharmaceuticals exported to Switzerland.

Packing for export requires consideration be given to protection of goods from damage, pilferage, and moisture, to ease in handling and conformity to foreign customs requirements. Export shipments undergo stress and strain from rough handling that is not encountered in the domestic market. Consequently, good, strong, new cases should be used at all times. Pilferage, especially under short supply conditions, is rampant in certain markets. Protection is afforded by strong cases reinforced by metal strapping, and not indicating contents of case on labels. (*See our ABC of Canadian Export Trade, page 19.*)



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 two days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden.....	September 22-26	<i>Telemachus</i>	Cunard Donaldson
Port Aden.....	October 7-11	<i>Phrontis</i>	Cunard Donaldson
Africa-East—			
Lourenço Marques..	September 14-24	<i>Cargill</i>	Elder Dempster
Lourenço Marques..	September 21-25	<i>Pictou County</i>	March Shipping
Lourenço Marques..	Sept. 29—Oct. 10	<i>Duke of Athens</i>	Elder Dempster
Lourenço Marques..	October 12-24	<i>Cottrell</i>	Elder Dempster
Lourenço Marques..	October 21-25	<i>Shelburne County</i>	March Shipping
Lourenço Marques..	Oct. 29—Nov. 10	<i>Chandler</i>	Elder Dempster
Beira.....	September 14-24	<i>Cargill</i>	Elder Dempster
Beira.....	October 12-24	<i>Cottrell</i>	Elder Dempster
Lourenço Marques.)	October 2	<i>Thorshall</i>	Kerr Steamships
Beira.....	October 30	<i>Thorscape</i>	Kerr Steamships
Mombasa.....			
Africa-South—			
Cape Town.....	September 14-24	<i>Cargill</i>	Elder Dempster
Port Elizabeth.....	September 21-25	<i>Pictou County</i>	March Shipping
East London.....	Sept. 29—Oct. 10	<i>Duke of Athens</i>	Elder Dempster
Durban.....	October 2	<i>Thorshall</i>	Kerr Steamships
	October 12-24	<i>Cottrell</i>	Elder Dempster
	October 21-25	<i>Shelburne County</i>	March Shipping
	Oct. 29—Nov. 10	<i>Chandler</i>	Elder Dempster
	October 30	<i>Thorscape</i>	Kerr Steamships
Argentina—			
Buenos Aires.....	September 10-15	<i>Malayan Prince</i>	Furness Withy
Buenos Aires.....	September 16-21	<i>Bowhill</i>	Cunard Donaldson
Buenos Aires.....	October 1-4	<i>Mormacstar</i>	Montreal Shipping
Buenos Aires.....	October 11-15	† <i>Beacon Grange</i>	Furness Withy
Buenos Aires.....	October 26-27	<i>Mormacstar</i>	Montreal Shipping
Australia—			
Brisbane.....	Sept. 27—Oct. 2	<i>Ramon de Larringa</i>	Montreal Australia New Zealand Line
Sydney.....			
Geelong.....			
Melbourne.....			
Adelaide.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Australia—Con.			
Sydney.....	October 20	<i>Ottawa Valley</i>	Montreal Australia New Zealand Line
Geelong.....			
Melbourne.....			
Freemantle.....			
Hobart.....	September 21-28	<i>City of Sydney</i>	Montreal Australia New Zealand Line
Belgian Congo—			
Matadi.....	September 21-25	<i>Pictou County</i>	March Shipping
Belgium—			
Antwerp.....	September 14	<i>Grey County</i>	Canada Steamships
Antwerp.....	September 15-21	† <i>Sein</i>	Furness Withy
Antwerp.....	September 18	<i>Hedel</i>	Shipping Limited
Antwerp.....	September 19-25	<i>Beavercove (r)</i>	Canadian Pacific
Antwerp.....	September 22-25	† <i>Rouen</i>	Furness Withy
Antwerp.....	September 27	<i>Prins Frederik Hendrik</i>	Shipping Limited
Antwerp.....	September 27-30	<i>Vasaholm</i>	Swedish American
Antwerp.....	Sept. 28—Oct. 4	<i>Westralia</i>	Montreal Shipping
Antwerp.....	September 29	<i>Brant County</i>	Canada Steamships
Antwerp.....	October 2	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	October 5	<i>Hada County</i>	Canada Steamships
Antwerp.....	October 7-12	<i>Anatina</i>	Montreal Shipping
Antwerp.....	October 8	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	October 8-15	<i>Beckenham</i>	Canada Steamships
Antwerp.....	October 9	<i>Prins Johan Willem Friso</i>	Shipping Limited
Antwerp.....	October 20	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 20	<i>Kent County</i>	Canada Steamships
Brazil—			
Rio de Janeiro.....	September 10-15	<i>Malayan Prince</i>	Furness Withy
Santos.....	September 16-21	<i>Bowhill</i>	Cunard Donaldson
	October 1-4	<i>Mormacstar</i>	Montreal Shipping
	October 11-15	† <i>Beacon Grange</i>	Furness Withy
	October 26-27	<i>Mormacsurf</i>	Montreal Shipping
Recife.....	October 1-4	<i>Mormacstar</i>	Montreal Shipping
British Honduras—			
Belize.....	September 10-14	<i>Sundial</i>	Saguenay Terminals
Belize.....	October 10-14	<i>A Ship</i>	Saguenay Terminals
Canal Zone—			
Cristobal.....	September 10-14	<i>Sundial</i>	Saguenay Terminals
Cristobal.....	October 10-14	<i>A Ship</i>	Saguenay Terminals
Celebes—			
Macassar.....	Early October	<i>Steel Director</i>	Isthmian Steamships
Ceylon—			
Colombo.....	September 5-15	<i>Daghestan</i>	McLean Kennedy
Colombo.....	September 12-22	<i>Islandside</i>	March Shipping
China—			
Shanghai.....	September 10-15	<i>City of Lucknow</i>	McLean Kennedy
Shanghai.....	September 14-18	<i>Agamemnon</i>	Cunard Donaldson
Shanghai.....	October 15-25	<i>Seaside</i>	March Shipping
Shanghai.....	October 18-20	<i>Rhexenor</i>	Cunard Donaldson
Colombia—			
Barranquilla.....	September 19-26	† <i>Apollo (r)</i>	Saguenay Terminals
Barranquilla.....	Sept. 30—Oct. 14	† <i>A Ship</i>	Saguenay Terminals
Barranquilla.....	October 4-8	<i>Brush</i>	Swedish American
Barranquilla.....	October 12-16	<i>Polycarp</i>	Swedish American
Barranquilla.....	October 18-21	† <i>Benny (r)</i>	Saguenay Terminals
Cuba—			
Santiago.....	September 10-14	<i>Sundial</i>	Saguenay Terminals
Havana.....	Sept. 29—Oct. 4	<i>Sparreholm</i>	Swedish American
Santiago.....			
Denmark—			
Copenhagen.....	September 27-30	<i>Vasaholm</i>	Swedish American
Copenhagen.....	October 29-30	<i>Erland</i>	Swedish American

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Dominican Republic—			
Ciudad Trujillo.....	September 10-14	<i>Sundial</i>	Saguenay Terminals
Ciudad Trujillo.....	Sept. 30-Oct. 4	<i>A Ship</i>	Saguenay Terminals
Eire—			
Dublin.....	September 25-30	<i>Inishowen Head</i>	McLean Kennedy
Dublin.....	October 5-9	<i>Fanad Head</i>	McLean Kennedy
Dublin.....	September 24	<i>Irish Larch</i>	Shipping Limited
Cork.....			
Egypt—			
Alexandria.....	September 22-26	<i>Telemachus</i>	Cunard Donaldson
Port Said.....	October 7-11	<i>Phrontis</i>	Cunard Donaldson
Suez.....	November 3-7	<i>Amsteldyk</i>	Cunard Donaldson
Alexandria.....	September 12-22	<i>Islandside</i>	March Shipping
Finland—			
Helsinki.....	September 27-30	<i>Vasaholm</i>	Swedish American
Helsinki.....	October 29-30	<i>Erland</i>	Swedish American
France—			
Le Havre.....	September 14	<i>Grey County</i>	Canada Steamships
Le Havre.....	September 15-21	† <i>Sein</i>	Furness Withy
Le Havre.....	September 22	† <i>Rouen</i>	Furness Withy
Le Havre.....	September 27-30	<i>Vasaholm</i>	Swedish American
Le Havre.....	September 29	<i>Brant County</i>	Canada Steamships
Le Havre.....	October 5	<i>Hada County</i>	Canada Steamships
Le Havre.....	October 20	<i>Kent County</i>	Canada Steamships
Marseilles.....	September 7-11	<i>Capo Vita</i>	Furness Withy
Marseilles.....	October 9-15	<i>Capo Arma</i>	Furness Withy
Germany—			
Hamburg.....	September 13-18	<i>Ida Bakke (r)</i>	Montreal Shipping
Hamburg.....	Sept. 26-Oct. 4	<i>Westralia</i>	Montreal Shipping
Hamburg.....	October 8-15	<i>Beckenham</i>	Cunard Donaldson
Bremerhaven.....	September 21-26	<i>Beaverbrae</i>	Canadian Pacific
Bremen.....	September 27-30	<i>Vasaholm</i>	Swedish American
Hamburg.....			
Guatemala—			
Puerto Barrios.....	September 10-14	<i>Sundial</i>	Saguenay Terminals
Puerto Barrios.....	October 10-14	<i>A Ship</i>	Saguenay Terminals
Haiti—			
Port au Prince.....	Sept. 30-Oct. 4	† <i>A Ship</i>	Saguenay Terminals
Hong Kong.....	{ September 10-15 September 14-18 October 15-25 October 18-20	<i>City of Lucknow</i> <i>Agamemnon</i> <i>Seaside</i> <i>Rhexenor</i>	McLean Kennedy Cunard Donaldson March Shipping Cunard Donaldson
India and Pakistan—			
Karachi.....	September 5-15	<i>Daghestan</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Calcutta.....	September 12-22	<i>Islandside</i>	March Shipping
Italy—			
Naples.....	{ September 17-22 September 24-30 Sept. 25-Oct. 1	<i>Marchcape</i> <i>Mont Alta</i> <i>Mont Rolland</i>	Montreal Shipping Montreal Shipping Montreal Shipping
Genoa.....			
West Coast Ports...	October 9-15	<i>Capo Arma</i>	Furness Withy
Malaya—			
Penang.....	{ September 22-27 Early October October 7-11 November 3-7	<i>Telemachus</i> <i>Steel Director</i> <i>Phrontis</i> <i>Amsteldyk</i>	Cunard Donaldson Isthmian Steamships Cunard Donaldson Cunard Donaldson

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mediterranean— Central and Western	September 17-22	<i>Marchcape</i>	Montreal Shipping
	September 24-30	<i>Mont Alta</i>	Montreal Shipping
	Sept. 25-Oct. 1	<i>Mont Rolland</i>	Montreal Shipping
Mexico— Veracruz.....	September 20-24	<i>Federal Pioneer</i>	Federal Commerce
	Sept. 29-Oct. 4	<i>Sparreholm</i>	Swedish American
Netherlands— Amsterdam..... Rotterdam.....	September 14	<i>Grey County</i>	Canada Steamships
	September 18	<i>Hedel</i>	Shipping Limited
	September 27	<i>Prins Frederik Hendrik</i>	Shipping Limited
	September 27-30	<i>Vasaholm</i>	Swedish American
	Sept. 27-Oct. 4	<i>Westralia</i>	Montreal Shipping
	September 29	<i>Brant County</i>	Canada Steamships
	October 2	<i>Prins Alexander</i>	Shipping Limited
	October 5	<i>Hada County</i>	Canada Steamships
	October 7-12	<i>Anatina</i>	Montreal Shipping
	October 8	<i>Prins Willem van Oranje</i>	Shipping Limited
	October 8-15	<i>Beckenham</i>	Cunard Donaldson
October 9	<i>Prins Johan Willem Friso</i>	Shipping Limited	
October 20	<i>Prins Willem IV</i>	Shipping Limited	
October 20	<i>Kent County</i>	Canada Steamships	
Netherlands East Indies— Batavia..... Soerabaya..... Samarang..... Cheribon.....	September 22-26	<i>Telemachus</i>	Cunard Donaldson
	Early October	<i>Steel Director</i>	Isthmian Steamships
	October 7-11	<i>Phrontis</i>	Cunard Donaldson
Balawan-Deli.....	November 3-7	<i>Amsteldyk</i>	Cunard Donaldson
Balawan-Deli.....	October 7-11	<i>Phrontis</i>	Cunard Donaldson
Balawan-Deli.....	November 3-7	<i>Amsteldyk</i>	Cunard Donaldson
Netherlands West Indies— Curaçao..... Curaçao..... Curaçao..... Curaçao.....	September 19-26	† <i>Apollo</i> (r)	Saguway Terminals
	October 4-8	<i>Brush</i>	Swedish American
	October 12-16	<i>Polycarp</i>	Swedish American
	October 18-21	† <i>Benny</i> (r)	Saguway Terminals
Newfoundland— St. John's..... St. John's..... St. John's..... St. John's..... St. John's..... St. John's.....	September 12-14	<i>Blue Seal</i>	Montreal Shipping
	September 18-21	<i>Wellington Kent</i>	Newfoundland Canada
	September 24-25	<i>Dione</i>	Shaw Steamships
	September 27-30	<i>Blue Seal</i>	Montreal Shipping
	October 2-5	<i>Wellington Kent</i>	Newfoundland Canada
	October 16-19	<i>Wellington Kent</i>	Newfoundland Canada
New Zealand— Auckland..... Wellington..... Lyttelton..... Dunedin.....	September 21-28	<i>City of Sydney</i>	Montreal Australia New Zealand Line
	September 19-23	<i>Lord Glentoran</i>	McLean Kennedy
	October 1-4	<i>Torr Head</i>	McLean Kennedy
	October 9-13	<i>Ramore Head</i>	McLean Kennedy
Norway— Oslo..... Kristiansand..... Stavanger..... Bergen.....	September 16	<i>Carmelfjell</i>	Brock Shipping
	September 27-30	<i>Vasaholm</i>	Swedish American
	October 29-30	<i>Erland</i>	Swedish American
	September 10-15	<i>City of Lucknow</i>	McLean Kennedy
September 14-18	<i>Agamemnon</i>	Cunard Donaldson	
October 18-20	<i>Rhexenor</i>	Cunard Donaldson	
Poland— Gdansk..... Gdansk.....	September 27-30	<i>Vasaholm</i>	Swedish American
	October 29-30	<i>Erland</i>	Swedish American

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Portugal— Lisbon.....	September 24-30	<i>Mont Alla</i>	Montreal Shipping
St. Pierre et Miquelon.....	(September 18-21 October 2-5 October 16-19)	<i>Wellington Kent</i> <i>Wellington Kent</i> <i>Wellington Kent</i>	Newfoundland Canada Newfoundland Canada Newfoundland Canada
Siam— Bangkok.....	Early October	<i>Steel Director</i>	Isthmian Steamships
Singapore.....	(September 5-15 September 22-26 Early October October 7-11 November 3-7)	<i>Islandside</i> <i>Telemachus</i> <i>Steel Director</i> <i>Phrontis</i> <i>Amsteldyk</i>	March Shipping Cunard Donaldson Isthmian Steamships Cunard Donaldson Cunard Donaldson
Sweden— Gothenburg..... Malmo..... Stockholm.....	September 27-30 October 29-30	<i>Vasaholm</i> <i>Erland</i>	Swedish American Swedish American
Syria— Beirut.....	September 12-22	<i>Islandside</i>	March Shipping
United Kingdom— Avonmouth..... Avonmouth..... Avonmouth..... Avonmouth..... Avonmouth.....	September 16-23 September 17-22 September 23-30 October 11-18 October 18-25	<i>Moveria</i> (r) <i>Bristol City</i> <i>Delilian</i> (r) <i>Dorclian</i> (r) <i>Norwegian</i>	Cunard Donaldson Furness Withy Cunard Donaldson Cunard Donaldson Cunard Donaldson
Bristol.....	September 27-30	<i>New York City</i>	Furness Withy
Glasgow..... Glasgow..... Glasgow.....	September 17-24 October 11-18 October 23-30	† <i>Laurentia</i> <i>Lismoria</i> <i>Salacia</i> (r)	Cunard Donaldson Cunard Donaldson Cunard Donaldson
Hull.....	September 19-23	<i>Consuelo</i> (r)	McLean Kennedy
Leith..... Leith.....	September 11-17 October 1-6	<i>Cairnavon</i> <i>Cairnesk</i>	Furness Withy Furness Withy
Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool.....	September 15-20 September 16-23 September 17-25 September 18-24 September 19-23 September 22-28 September 25-30 Sept. 26—Oct. 1 October 1-4 October 2-6 October 5-9 October 9-13 October 11-18 October 25-31	<i>Beaverford</i> <i>Moveria</i> (r) <i>Arabia</i> (r) <i>Empress of Canada</i> (r) <i>Lord Glenloran</i> <i>Sibley Park</i> <i>Inishowen Head</i> <i>Beaverburn</i> <i>Torr Head</i> <i>Ascania</i> (r) <i>Fanad Head</i> <i>Ramore Head</i> <i>Fort Musquarro</i> <i>Arabia</i> (r)	Canadian Pacific Cunard Donaldson Cunard Donaldson Canadian Pacific McLean Kennedy Cunard Donaldson McLean Kennedy Canadian Pacific McLean Kennedy Cunard Donaldson McLean Kennedy McLean Kennedy Cunard Donaldson Cunard Donaldson Cunard Donaldson
London..... London..... London..... London..... London..... London.....	September 19-25 September 21-26 September 21-27 Sept. 25—Oct. 2 October 11-17 October 22-29	<i>Beavercove</i> (r) <i>Beaverbrac</i> <i>Vandalia</i> <i>Sibley Park</i> <i>Asia</i> (r) <i>Fort Cadotte</i>	Canadian Pacific Canadian Pacific Cunard Donaldson Cunard Donaldson Cunard Donaldson Cunard Donaldson
Manchester..... Manchester..... Manchester..... Manchester.....	September 15-18 September 22-25 Sept. 29—Oct. 2 October 6-9	<i>Manchester Progress</i> (r) <i>Manchester Trader</i> (r) <i>Manchester Port</i> (r) <i>Manchester Shipper</i> (r)	Furness Withy Furness Withy Furness Withy Furness Withy
Newcastle..... Newcastle.....	September 11-17 October 1-6	<i>Cairnavon</i> <i>Cairnesk</i>	Furness Withy Furness Withy
Swansea..... Swansea..... Swansea.....	September 16-23 September 17-22 September 27-30	<i>Moveria</i> <i>Bristol City</i> <i>New York City</i>	Cunard Donaldson Furness Withy Furness Withy

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Uruguay—			
Montevideo.....	September 10-15	<i>Malayan Prince</i>	Furness Withy
Montevideo.....	September 16-21	<i>Bowhill</i>	Cunard Donaldson
Montevideo.....	October 1-4	<i>Mormacstar</i>	Montreal Shipping
Montevideo.....	October 11-15	† <i>Beacon Grange</i>	Furness Withy
Montevideo.....	October 26-27	<i>Mormacsurf</i>	Montreal Shipping
Venezuela—			
La Guaira.....	October 4-8	<i>Brush</i>	Swedish American
Maracaibo.....	October 12-16	<i>Polycarp</i>	Swedish American
Puerto Cabello.....			
West Indies—			
Antigua.....	September 9-17 September 14-23 Sept. 28—Oct. 7 October 1-7 October 12-21	* <i>Canadian Challenger</i> (r) * <i>Alcoa Planter</i> * <i>A Ship</i> * <i>Canadian Constructor</i> * <i>A Ship</i>	Canadian National Alcoa Steamships Alcoa Steamships Canadian National Alcoa Steamships
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....			
Grenada.....			
Montserrat.....			
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....			
Puerto Rico.....			
	(October 4-8 October 12-16)	<i>Brush</i> <i>Polycarp</i>	Swedish American Swedish American
Bahamas.....			
Jamaica.....	September 9-17 September 20 October 1 October 8	* <i>Canadian Challenger</i> (r) <i>Canadian Victor</i> <i>Canadian Leader</i> <i>Canadian Conqueror</i>	Canadian National Canadian National Canadian National Canadian National
Jamaica.....	Sept. 29—Oct. 4	<i>Sparreholm</i>	Swedish American

Departures from Quebec

Destination	Loading Date	Vessel	Operator or Agent
Germany—			
Bremerhaven.....	September 19-20	<i>Beaverbrae</i>	Canadian Pacific
Netherlands—			
Amsteradm.....	September 18-19	<i>Kota Inten</i>	Furness Withy
Rotterdam.....			
United Kingdom—			
London.....	September 19-20	<i>Beaverbrae</i>	Canadian Pacific
London.....	September 26-30	<i>Samaria</i> (r)	Cunard Donaldson
London.....	October 10-14	<i>Scythia</i> (r)	Cunard Donaldson

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.....	September 16-19	<i>Dufferin Bell</i>	Pickford and Black Riverport Steamships
Santiago.....	September 20-22	<i>Clyde Valley</i>	
Newfoundland—			
St. John's.....	September 15-20	<i>J. T. Murley</i>	Rowlings Limited
St. John's.....	September 20-22	<i>Reo II</i>	Rowlings Limited
St. John's.....	September 20-25	<i>Vera Humby</i>	Rowlings Limited
St. John's.....	September 21-23	<i>Mary Sweeney</i>	Newfoundland Canada

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—Con.			
St. John's.....	September 22-23	<i>Atlantic Charter</i>	Montreal Shipping
St. John's.....	September 22-26	<i>Nova Scotia</i>	Furness Withy
St. John's.....	Sept. 28-Oct. 1	<i>Fort Amherst</i>	Furness Withy
St. John's.....	October 5-8	<i>Fort Townshend</i>	Furness Withy
St. John's.....	October 5-7	<i>Mary Sweeney</i>	Newfoundland Canada
St. John's.....	October 10-15	<i>Newfoundland</i>	Furness Withy
St. John's.....	October 22-25	<i>Fort Amherst</i>	Furness Withy
St. John's.....	October 24-29	<i>Nova Scotia</i>	Furness Withy
Corner Brook.....	Sept. 29-Oct. 1	<i>Mary Sweeney</i>	Newfoundland Canada
Corner Brook.....	October 12-14	<i>Mary Sweeney</i>	Newfoundland Canada
St. Pierre et Miquelon.....			
	September 22-23	<i>Atlantic Charter</i>	Montreal Shipping
United Kingdom--			
Liverpool.....	September 22-26	<i>Nova Scotia</i>	Furness Withy
Liverpool.....	October 10-15	<i>Newfoundland</i>	Furness Withy
Liverpool.....	October 24-29	<i>Nova Scotia</i>	Furness Withy
Southampton.....	September 18	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	October 7	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	October 28	<i>Aquitania</i>	Cunard Donaldson
West Indies—			
Bermuda.....	{September 17-20 October 5-8 October 12-15	<i>Fort Townshend</i> <i>Fort Amherst</i> <i>Fort Townshend</i>	Furness Withy Furness Withy Furness Withy
Jamaica.....	{September 16-19 September 20-22	<i>Dufferin Bell</i> <i>Clyde Valley</i>	Pickford and Black Riverport Steamships
Antigua.....	October 8-15 October 22-29	* <i>Lady Nelson</i> (r) * <i>Lady Rodney</i> (r)	Canadian National Canadian National
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....			
Grenada.....			
Montserrat.....			
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....			

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Columbia— Barranquilla.....	Sept. 30-Oct. 4	<i>A Ship</i>	Saguenay Terminals
Dominican Republic— Ciudad Trujillo.....	Sept. 30-Oct. 4	<i>A Ship</i>	Saguenay Terminals
Haiti— Port au Prince.....	Sept. 30-Oct. 4	<i>A Ship</i>	Saguenay Terminals
Venezuela— La Guaira..... Puerto Cabello.....	Sept. 39-Oct. 4	<i>A Ship</i>	Saguenay Terminals

DIRECTORY INFORMATION

The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada appears in the last issue of *Foreign Trade* each month.

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..	Sept. 23-Oct. 10	<i>Lake Minnewanka</i>	North Pacific Dingwall Cotts
Lourenço Marques..	October 21	<i>Radja</i>	
Africa-South—			
Cape Town.....	September 1-18	<i>Vedby</i>	North Pacific
Port Elizabeth.....	Sept. 23-Oct. 10	<i>Lake Minnewanka</i>	North Pacific
East London.....	October 21	<i>Radja</i>	Dingwall Cotts
Durban.....			
Argentina—			
Buenos Aires.....	September 22	<i>Mormaerland</i>	Balfour Guthrie
Buenos Aires.....	September 29	<i>Falkanger</i>	Empire Shipping
Buenos Aires.....	October 29	<i>Ravnanger</i>	Empire Shipping
Australia—			
Townsville.....	September 16-21	<i>Kookaburra</i>	Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Hobart.....	October 11	<i>Waitomo</i>	Canadian Australasian
Melbourne.....			
Sydney.....			
Sydney.....	Mid-October	<i>Boolongena</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	September 25	<i>Los Angeles</i>	Gardner Johnson Gardner Johnson Empire Shipping Gardner Johnson
Antwerp.....	October 5	<i>Argentina</i>	
Antwerp.....	October 21	<i>Saint Bertrand</i>	
Antwerp.....	October 27	<i>Seattle (r)</i>	
Brazil—			
Rio de Janeiro.....	September 22	<i>Mormaerland</i>	Balfour Guthrie
Santos.....			
Ceylon—			
Colombo.....	September 25	<i>Lombok</i>	Dingwall Cotts
Colombo.....	October 15-16	<i>Washington Mail (r)</i>	American Mail Line
Colombo.....	October 18	<i>Manx Fisher</i>	Dingwall Cotts
Chile—			
Valparaiso.....	September 29	<i>Falkanger</i>	Empire Shipping
Valparaiso.....	October 29	<i>Ravnanger</i>	Empire Shipping
China—			
Shanghai.....	September 28	<i>Vingnes</i>	Empire Shipping
Taku Bar.....	Mid-October	<i>Yarrowonga</i>	Empire Shipping
Shanghai.....	October 1-2	<i>Island Mail (r)</i>	American Mail Line
Taku Bar.....			
Tsingtao.....			
Shanghai.....	September 22-23	<i>Ocean Mail (r)</i>	American Mail Line
Shanghai.....	October 8-9	<i>Canada Mail</i>	American Mail Line
Colombia—			
Cartagena.....	September 22	<i>Mormaerland</i>	Balfour Guthrie
Barranquilla.....	October 20	<i>Don Aurelio</i>	Empire Shipping
Cook Islands—			
Raratonga.....	October 11	<i>Waitemata</i>	Canadian Australasian
Egypt—			
Alexandria.....	September 28	<i>Abraham Rosenberg</i>	Empire Shipping
Alexandria.....	October 4-19	<i>Lake Sicamous</i>	Canada Shipping

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
France— Le Havre.....	October 21	<i>Saint Bertrand</i>	Empire Shipping
Greece— Piraeus..... Piraeus.....	September 28 Early October	<i>Abraham Rosenberg</i> <i>Sapho</i>	Empire Shipping Empire Shipping
Hong Kong	September 22-23	<i>Ocean Mail (r)</i>	American Mail Line
	September 28	<i>Vingnes</i>	Empire Shipping
	October 1-2	<i>Island Mail (r)</i>	American Mail Line
	October 8-9 October 14	<i>Canada Mail</i> <i>Roseville</i>	American Mail Line Balfour Guthrie
India and Pakistan— Bombay..... Calcutta.....	September 25 October 10 October 18	<i>Lombok</i> <i>Manx Navigator</i> <i>Manx Fisher</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts
Calcutta..... Madras.....	October 15-16	<i>Washington Mail (r)</i>	American Mail Line
Italy— Genoa.....	September 28 Early October	<i>Abraham Rosenberg</i> <i>Sapho</i>	Empire Shipping Dingwall Cotts
Japan— Yokohama..... Yokohama..... Yokohama.....	September 22-23 October 1-2 October 8-9	<i>Ocean Mail (r)</i> <i>Island Mail (r)</i> <i>Canada Mail</i>	American Mail Line American Mail Line American Mail Line
Malaya— Penang..... Port Swettenham..	October 14	<i>Roseville</i>	Balfour Guthrie
Morocco— Casablanca.....	September 28	<i>Abraham Rosenberg</i>	Empire Shipping
Netherlands— Rotterdam..... Amsterdam.....	October 21	<i>Saint Bertrand</i>	Empire Shipping
Netherlands East Indies— Batavia..... Soerabaya.....	September 25 October 10 October 14 October 18	<i>Lombok</i> <i>Manx Navigator</i> <i>Roseville</i> <i>Manx Fisher</i>	Dingwall Cotts Dingwall Cotts Balfour Guthrie Dingwall Cotts
Netherlands West Indies— Curaçao.....	September 22	<i>Mormacland</i>	Balfour Guthrie
New Zealand— Auckland..... Wellington.....	October 11	<i>Wailomo</i>	Canadian Australasian
Auckland..... Wellington..... Lyttelton..... Dunedin.....	October 11	<i>Waitemata</i>	Canadian Australasian
Palestine— Tel-Aviv..... Haifa.....	Early October	<i>Sapho</i>	Empire Shipping
Peru— Callao.....	September 29	<i>Falkanger</i>	Empire Shipping
Philippines— Manila..... Iloilo..... Cebu.....	September 22-25 October 1-2 October 14 October 8-9 October 15-16	<i>Ocean Mail (r)</i> <i>Island Mail (r)</i> <i>Roseville</i> <i>Canada Mail</i> <i>Washington Mail (r)</i>	American Mail Line American Mail Line Balfour Guthrie American Mail Line American Mail Line

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Manila.....	September 25	<i>Lombok</i>	Dingwall Cotts
Manila.....	September 28	<i>Vingnes</i>	Empire Shipping
Manila.....	October 10	<i>Manz Navigator</i>	Dingwall Cotts
Manila.....	October 18	<i>Manz Fisher</i>	Dingwall Cotts
Manila.....	Mid-October	<i>Yarrowonga</i>	Empire Shipping
Singapore —.....	October 14 October 15-16	<i>Roseville</i> <i>Washington Mail</i> (r)	Balfour Guthrie American Mail Line
Society Islands — Papeete.....	October 11	<i>Waitomo</i>	Canadian Australasian
Sweden — Stockholm.....	September 25	<i>Los Angeles</i> (r)	Gardner Johnson
Gothenburg.....	October 5	<i>Argentina</i> (r)	Gardner Johnson
	October 27	<i>Seattle</i> (r)	Gardner Johnson
Taiwan —.....	October 8-9	<i>Canada Mail</i>	American Mail Line
Turkey — Iskanderun.....	September 28	<i>Abraham Rosenberg</i>	Empire Shipping
United Kingdom — Liverpool.....	Late September	<i>Carmia</i>	Balfour Guthrie
Glasgow.....			
London.....	September 25	<i>Los Angeles</i> (r)	Gardner Johnson
London.....	Sept. 26-Oct. 1	<i>Lake Winnipeg</i>	Anglo Canadian
London.....	October 1-15	<i>Lake Pennask</i>	Anglo Canadian
London.....	October 5	<i>Argentina</i> (r)	Gardner Johnson
London.....	Oct. 22-Nov. 6	<i>Lake Sumas</i>	Anglo Canadian
London.....	October 27	<i>Seattle</i> (r)	Gardner Johnson
Uruguay — Montevideo.....	September 22	<i>Mormacland</i>	Balfour Guthrie
Montevideo.....	September 29	<i>Falkanger</i>	Empire Shipping
Montevideo.....	October 29	<i>Ravnanger</i>	Empire Shipping
Venezuela — Puerto Cabello.....	September 22	<i>Mormacland</i>	Balfour Guthrie
Puerto Cabello.....	October 20	<i>Don Aurelio</i>	Empire Shipping
La Guaiara.....			
Maracaibo.....			
West Indies — Barbados.....	September 22	<i>Mormacland</i>	Balfour Guthrie

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

Foreign Trade Service Abroad

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

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

Argentina

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

Territory includes Uruguay and Paraguay.

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

Australia

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

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

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

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street. Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Ed. Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edifício Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

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

Colombia

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

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—Office of the 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, Canadian Consulate, Economic Section, 145 Fuerstenbergerstrasse, Frankfurt am Main, A.P.O. 757, U.S. Army.

Cable address, *Canadian Frankfurt/Main*.

Foreign Trade Service Abroad—Continued

Greece

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

Guatemala

Guatemala City—C. B. BIRKETT, Canadian Government Trade Commissioner, Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.
Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 114.
Bombay—C. R. GALLOW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.
Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.
Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Italy

Rome—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.

Singapore

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

Foreign Trade Service Abroad—Concluded

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Cape Town—S. G. TREGASKES, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

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

Cable address, Cantracom.

Sweden

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

Territory includes Finland.

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—J. L. MUTTER, 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.

Detroit—J. H. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of 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.

San Francisco—HARRY A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street, San Francisco.

Venezuela

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

Territory includes Netherlands West Indies.

Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Aug. 30	Nominal Quotations Sept. 7
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2085	.2085
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.....	Cruzerio	....	.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
Malaya.....	Dollar	....	.4701	.4701
Mexico.....	Peso	....	.....	.....
Netherlands.....	Florin	....	.3769	.3769
Netherlands East Indies.....	Florin	....	.3769	.3769
Netherlands West Indies.....	Florin	....	.5302	.5302
New Zealand.....	Pound	....	3.2402	4.0300
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