

FOREIGN TRADE

OTTAWA, JANUARY 22, 1949

Published Weekly by
FOREIGN TRADE SERVICE
Department of Trade and Commerce

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COVER SUBJECT—Diesel-electric rail coaches under construction at Preston, England, for the Ceylon Government Railways. These are products of the British steel industry, which established a new record in 1948 with an output of 14,877,000 tons, compared with the previous peak figure of 13,222,000 tons, in 1939. Production was 2,150,000 tons higher than in 1947.

Courtesy English Electric Company, Limited.

Portugal Establishes Priority Lists To Regulate Products Imported

Import licences and dollar exchange will be granted or considered only on certain classes and kinds of merchandise—List divided into first and second priorities—Regulations have considerable effect on imports of consumer goods from Canada and the United States.

By L. S. Glass, Canadian Government Trade Commissioner

(One Conto equals \$40.00 Canadian)

LISBON, November 5, 1948.—Portugal has prepared a list of importable products, indicating the classes and kinds of merchandise for which import licences and dollar exchange will be granted or considered. The list, reproduced below, is divided into first and second priorities, while the latter is subdivided into two sections. It is expected that Portugal will make available between \$75,000,000 and \$100,000,000 for the 1948-49 ERP year. Furthermore, it is anticipated that two-thirds of the exchange will be made available for the importation of first priority goods.

In planning her economy, in terms of dollar exchange, this country is taking into consideration the unfavourable balance of trade, the actual dollar reserves accumulated over the past years, and the need to purchase essentials, which must be obtained largely from the Western Hemisphere, and for which payment must be made out of Portugal's reserves and income of dollar exchange.

First Priority Imports:

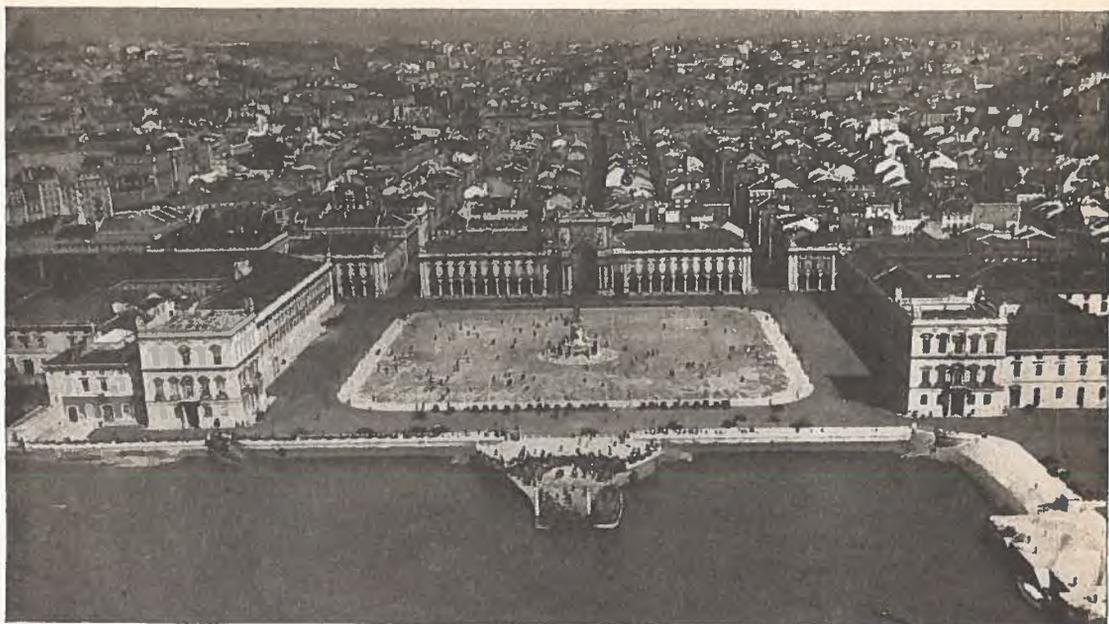
Wheat and wheat flour (covering allocations by IEFEC); corn (in accordance with import authorizations granted by Ministry of Economy); codfish (quantities of imports subject to government approval); coal (in such measure as essential supplies cannot be obtained from sterling area); petroleum and products; leaf tobacco (in quantities recommended by the Inspection General of Finances); aromatic products for tobacco; iron, steel and tinplate (inside and outside of American quota); agricultural machinery and equipment (tractors, other agricultural equipment and accessories, and motor pumps and accessories); industrial machinery and equipment (for essential industries, particularly hydro-electric companies); linseed oil; nitrogenous fertilizers; chemicals and pharmaceuticals (within limits of monthly quota of \$300,000); penicillin, streptomycin and insulin (within limits of monthly quota of \$250,000); X-ray film and paper; surgical instruments; dental supplies (fillings and artificial teeth); dyes and tanning extracts; stationary railway equipment; wire cable (provided of types not manufactured locally and provided destined for electric power, telephone or telegraph services); newsprint; carbon black; books, newspapers and printed material.

Second Priority Imports:

(A) Hops; zinc; other metals and alloys, n.s.; X-ray machines; pharmaceutical specialties (within limits of monthly quota of \$100,000); asbestos (priority on monthly basis until supplies from Union of South Africa are regularized); accessories for marine engines; spare parts and accessories (within limits of monthly quota of \$122,000) for automobiles and trucks; other machinery and equipment destined for industries of recognized economic interest (each case to be approved on its own merits after individual study):

(B) Plants and seeds for cultivation; yeasts and leavening agents except medicinals; certain hides and skins, n.s.; lumber for civil and ship construction; motion picture films (within limits of annual quota of \$600,000); typewriters, bookkeeping, calculating and duplicating machines when destined for government agencies; industrial refrigerators destined for official agencies; rubber (when unobtainable in satisfactory quality from Portuguese colonies or from sterling area).

Licences for both first and second priority products will be granted within the limits of a global dollar exchange quota to be fixed monthly by the Ministry of Finance. Licence applications for goods valued in excess



Portugal—Lisbon, the capital, is situated on a succession of terraces that front on the River Tagus. Portuguese imports from Canada decreased from 43,930 contos (\$1,757,000) for the first six months of 1947 to 28,195 contos (\$1,127,800) in the same period of 1948.

of U.S.\$50,000, ordered by the government, semi-official entities, or by private firms in which the government has a financial interest, must have the prior approval of the Minister of Finance.

These regulations have caused considerable hardship to those commercial houses whose activities had been largely associated with the United States and Canada, particularly as regards consumer goods. The intense search for American and Canadian products, which was a feature of the first postwar years, has dwindled to practically nothing. Nor is there much interest in obtaining contacts for future business. This is understandable, particularly when even the import of the commodities covered by the above list is uncertain, as imports of these commodities from dollar areas will be permitted only if they are not available from soft-currency countries.

Imports from Canada Have Declined.

Imports from Canada decreased from 43,930 contos (\$1,757,000) for the first six months of 1947 to 28,195 contos (\$1,127,800) in the same period of 1948. Imports from the United States increased in the corresponding period from 905,513 contos (\$36,220,000) to 1,084,000 contos (\$43,360,000). Total imports from Canada and the United States for 1948 would be approximately \$105,600,000, with exports of only about \$21 million, leaving an adverse balance of \$84 million.

The crops for 1948 are not at all promising; in fact, in most cases they are being estimated at even lower than 1947. The wheat crop was particularly poor and, while volume is estimated at about five per cent above last year, the quality is very low, grains being light and weak. There was also considerable damage by smut. Much of the wheat harvested weighed less than fifty-two pounds to the bushel. Corn is also an important crop for Portugal, particularly in the north, where the greater part of the

bread is made from corn flour. Production this year will not exceed that of last year, which was considerably below the average and far from sufficient. It was hoped that increased production in the Portuguese colonies would more than make up for the deficiency, but this increase was not realized. Oats and rye are also considerably below last year's harvest.

Potatoes, rice, barley and beans promise good harvests, but these cannot offset the partial failure of the wheat and corn crops. Of the greatest importance to the Portuguese is the olive crop. After several years of almost complete failure, 1947 proved a record year. The year 1948 is, however, what is termed a year of "contra safra". Years of good harvests alternate regularly with years of bad harvests, the good being a "safra" year and the bad "contra safra". The prospects, however, are not too good even for a bad year. Due to the foresight of the government, this should not materially affect the supply situation, as ample stocks of last year's output have been retained to provide against just such a contingency.

Grape cultivation, which enters so largely into Portugal's foreign commerce in the form of wine, is spotty this year. It may be that, in view of world conditions and the general disinclination to spend valuable exchange for luxury consumption goods, it will work out better in the long run for the wine producers.

When presenting the Public Accounts for the fiscal year 1947 the Minister of Finance again was able to report a surplus of receipts over expenditure of 52,700 contos (\$2,100,000). Revenue from ordinary sources amounted to 4,315,800 contos and extraordinary revenue of 1,431,100 contos brought total receipts to 5,747,200 contos (\$230,888,000). Ordinary expenditures were 3,440,100 contos and extraordinary expenditures 2,254,400 contos, a total of 5,694,500 contos (\$227,780,000). It will be noted that extraordinary expenditures account for 40 per cent of the total.

Portugal Spending Less on Defence

The end to which these extraordinary expenditures are put gives an interesting indication of the trend of Portugal's spending. In 1938, the total expenditures of this class were 372,000 contos, of which 172,000 were spent on defence and security projects, 139,000 on economic development, 25,000 on cultural and social matters and 7,000 on public health. In 1943, out of a total of 1,392,000 contos, 1,210,000 were spent on defence. At the close of the war the expenditures for defence were practically cut in half and greater attention was paid to economic development. Thus in 1947 defence expenditure amounted to 649,000 contos, economic development 1,270,000 contos, social and cultural matters 177,000 contos, mostly for the construction of educational centres, and public health, 87,000 contos.

A considerable part of the money spent in industrial development has been in the way of encouragement to undertakings of national importance, such as hydro-electric and colonial development. Likewise, agricultural projects in Portugal, such as the placing of families in newly developed agricultural communities, are included under this heading. Part of the outlay is in the form of loans and investments in these undertakings to provide the necessary working capital which would be difficult to acquire on the open market. Eventually, therefore, the state will be reimbursed to the extent of these investments.

For the first five months of 1948 there is a reported surplus of income over expenditure of 186,000 contos. The 1948 budget provided for receipts amounting to 5,551,000 contos and, by the end of May, the total receipts were 2,275,000 contos, or approximately 50 per cent of the total budgeted for. Budgeted expenditure was 5,549,000 contos and, to date, expenditure has been 2,089,000 contos.

The Portuguese Government continues an active campaign to maintain the cost of living at the lowest possible figure. Black market and profiteering activities are rigorously prosecuted but, with world conditions as they are, it seems to be almost impossible to prevent the cost of living continuing its advance.

Trade Between Britain and Canada Topic of First Meeting in London

Continuing Committee on Trade and Economic Affairs formed following visit of Sir Stafford Cripps to Ottawa—Official representatives will consult on measures to provide for greatest trade possible.

TRADER and the problems that presently beset the exchange of commodities will be the subject of discussions scheduled to commence next Tuesday in London, where members of the United Kingdom-Canada Continuing Committee on Trade and Economic Affairs will hold their first meeting. Norman A. Robertson, Canadian High Commissioner in the United Kingdom, will be chairman. Other Canadian members of the committee, who are due to leave Montreal by air today, are: Maxwell W. Mackenzie, Deputy Minister, Department of Trade and Commerce; Dr. G. S. H. Barton, Deputy Minister, Department of Agriculture; and J. J. Deutsch, Director, International Economic Relations, Department of Finance.

This continuing committee on trade and economic affairs was formed following the visit of Sir Stafford Cripps, Chancellor of the Exchequer, to Ottawa last September, and will meet alternately in London, under the chairmanship of the Canadian High Commissioner in the United Kingdom, and in Ottawa, under the chairmanship of the United Kingdom High Commissioner in Canada.

The committee was established as a means of ensuring continued and close liaison between official representatives of the two countries. Consultation will take place on commercial and economic matters of mutual concern, and especially on the measures which both countries might adopt to ensure the greatest trade possible between them. Following such consultations, members of the committee will report to their respective governments.

United Kingdom members of the continuing committee are: Sir John Woods, Permanent Secretary of the Board of Trade; Sir Henry Wilson Smith, Second Secretary at the Treasury; F. G. Lee, Permanent Secretary, Ministry of Food. Sir Percivale Liesching, Permanent Under-Secretary of State, Commonwealth Relations Office, will also attend the meeting.

Brazil Prohibits Importation of Wheat Flour

Rio de Janeiro, January 10, 1948.—(FTS)—Brazil has prohibited the importation of wheat flour, regardless of its quality or origin, effective January 7, 1949. Consignments placed on board ship within fifteen days of the passing of the decree will be admitted by the Brazilian authorities.

(Editor's Note—Canadian exports of wheat flour to Brazil during the ten months ended in October, 1948, amounted to 111,896 barrels, valued at \$1,511,445. It is understood that Brazil is overstocked at present, and that the domestic milling industry is producing relatively large quantities of flour for consumption in Brazil.)

Export Trade of Honduras Earns Sufficient Dollars to Meet Needs

Shipments of bananas, minerals and forest products have maintained financial position on sound basis — Country affords small market for imported goods—Imports from Canada, while limited, have increased over 500 per cent—Canadian purchases consist mainly of bananas.

By C. B. Birkett, Canadian Government Trade Commissioner in Guatemala

(One lempira equals 50 cents Canadian)

GUATEMALA CITY, December 2, 1948.—Honduras shares the distinction in Central America along with El Salvador and Guatemala of having sufficient United States dollars to meet ordinary requirements. Her export trade in bananas, minerals and forest products has been well maintained. This fact, associated with that of a stable, though rather dictatorial government, which has been in power for sixteen years, has made Honduras a better country than it was under the previous regime. While still backward and undeveloped in several respects, it is making definite progress. Of the five Central American republics, Honduras affords the smallest market for imported goods.

A continuing favourable balance of trade, mainly the result of large exports of bananas and timber, and to a lesser extent coffee, has maintained Honduras' financial position on a sound basis. Foreign exchange, therefore, is readily available, and no import restrictions are in force. The Exchange Control Commission's report in June last stated that money in circulation amounted to 5,534,537 lempiras (\$2,767,268) and \$5,356,649 in United States currency. All foreign exchange is purchased and sold through this commission.

There is no central or government-owned bank in Honduras. All operations are carried on by the two commercial banks, the Banco de Honduras, and the Banco Atlántida.

As in the other Central American republics, agriculture is the mainstay of Honduras' economy. The rugged nature of the land and the poor system of road and rail communications, however, limit production largely to subsistence requirements. The important exception is in bananas, the chief commercial crop of the country.

Banana Industry is Mainstay of Economy

The conditions created and the trading done by two United States banana producing organizations may be said to be the life and soul of Honduras' economy. The country's sound financial position and its fair average standard of living can be attributed to these companies' export trade, their imports of merchandise, and their efficient organization of schools, hospitals, transport and other facilities. Free agricultural instruction is given to farmers, be they employees or not.

Exports of bananas during the year ended June 30, 1947, totalled over 16,000,000 stems, valued at approximately \$8,000,000.

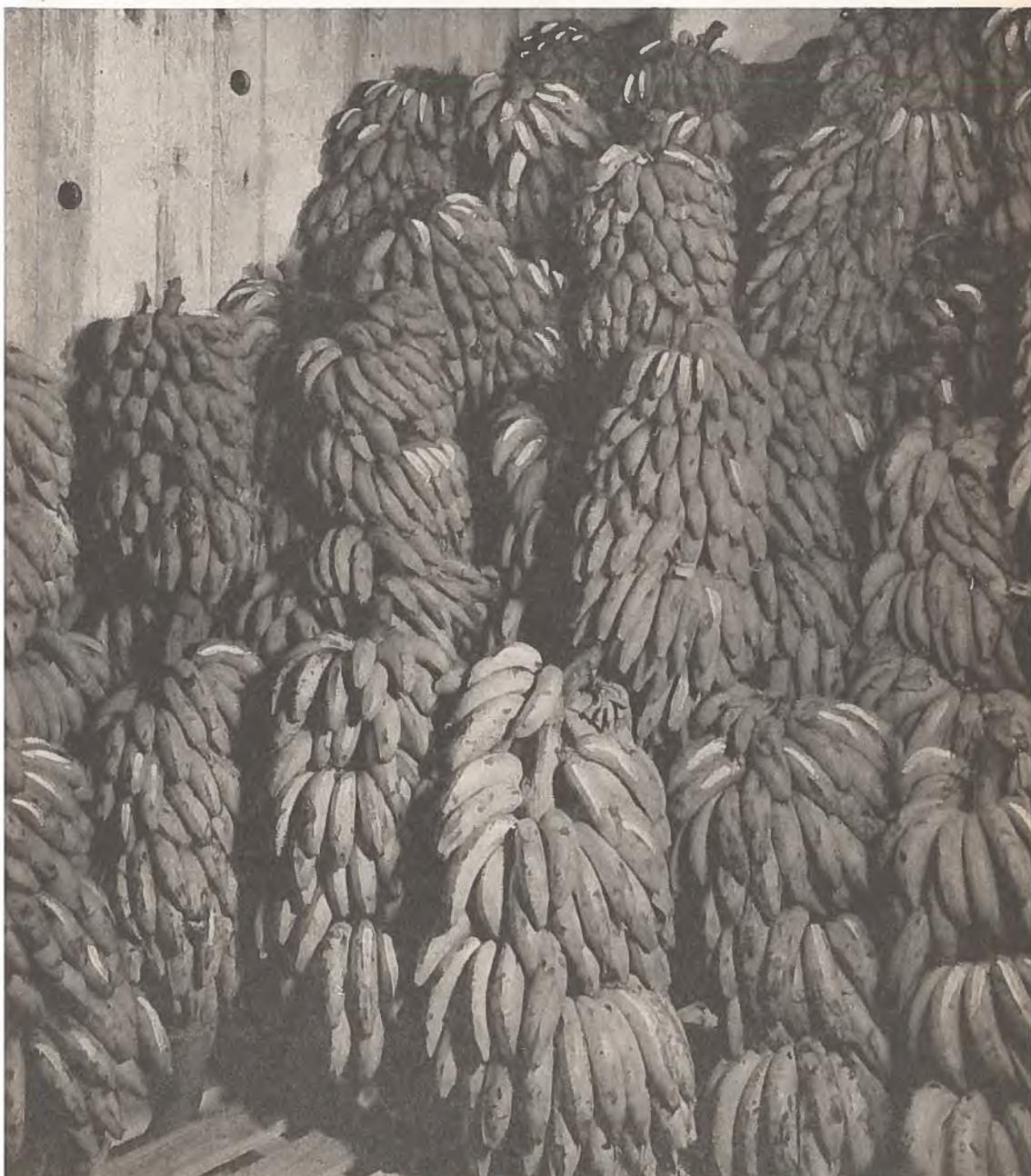
Other important crops are coconuts, coffee, and tobacco, the last-mentioned being in part for the local cigarette and cigar industries. During the period under review, coconuts were reported to the value of \$1,645,290; coffee to the value of \$1,126,435; and tobacco leaf and cigars to the value of \$416,700.

The raising of livestock, though on a small scale, has been sufficient to provide a small surplus for export, mainly to adjacent republics.

Mining operations are carried on mainly by two United States companies, though several new outfits are doing exploratory work. Silver and gold, which together form the second most important export of the country, are the two minerals extracted. During 1946-47, silver to the value of \$1,967,710 and gold to the value of \$447,233 were exported.

Lumbering is the third industry of importance. During 1946-47, 2,333,866 feet of mahogany, 1,873,196 feet of other hardwoods, and 14,517,480 feet of pine, having a total value of \$1,162,770, were exported.

Honduras—Bananas constitute the chief commercial crop of this country. The conditions created and the trading done by two United States banana producing organizations may be said to be the life and soul of Honduras' economy. Canada imported bananas from this market in 1947 to the value of \$6,769,000.



Manufacturing in Honduras is of little importance and is confined to the production of simple items for domestic consumption. The principal products are cigarettes, soap, matches, flour, shoes, soft drinks, candles, and cotton yarn. During 1947, production of all items showed an increase.

The value of foreign trade during the fiscal year 1946-47 totalled 93,854,503 lempiras (\$46,932,251), with exports totalling 35,003,907 lempiras (\$17,501,953) and imports amounting to 58,860,596 lempiras (\$29,430,298). While these figures, published by the government of Honduras, show an apparent unfavourable balance, as they have for several years, the true situation is actually the reverse. The relatively large imports include merchandise brought in by the United Fruit Company, for which payment is made from funds held abroad. Thus Honduran holdings of foreign exchange are not used. The actual expenditure on imports is not known, but it is a fact that Honduras nets a supply of United States dollars each year. The value of exports is said to be much lower than the actual amount.

Canada's interest in Honduran products is almost entirely in bananas which were purchased, according to Canadian statistics, to the value of \$6,769,000 in 1947. Total imports from Honduras in that year were valued at \$7,057,514. The balance represented purchases of coconuts, tropical hardwoods, and manila fibre.

Imports from Canada Mainly Consumer Products

Canada's exports to Honduras mainly comprise consumer products such as flour, artificial silks, whisky, fertilizers, felt hats, newsprint, tire casings, wire and rubber products. The total value in 1947 was \$641,214. Thus Honduras achieved a balance in favour of her exports to Canada of \$6,418,300. It is of interest to note, however, that during the period from 1944 to 1947 inclusive, the value of Canadian exports to Honduras increased by over 500 per cent. A further increase is likely to be shown for 1948. As a result, the trend of the trade balance has been downward.

The United States is the principal market for Honduran exports, and also the principal source of supply of the country's imports. A trade agreement between the two countries, effective since 1936, provides for reciprocal most-favoured-nation treatment and important concessions, such as the lowering of Honduran duties on various United States products and the binding of these and other rates against increases. As yet Canada has not concluded a trade agreement with Honduras.

Rail and road facilities in Honduras are inadequate to serve the needs of the country. The carriage of passengers and freight by air, therefore, has been successful for the two local lines and the Pan American Airways Ltd. All important centres are well served in this respect. The short-length railways in operation mainly provide carriage for bananas to the ports on the east and west coasts.

Highways in general are second to third class and none is paved. The Honduran section of the Inter-American Highway is well graded and passable.

The principal seaports are Puerto Cortés, Tela and La Ceiba on the east or Caribbean coast, and Amapala on the west coast. The main flow of imports of merchandise and exports of produce is through the Caribbean ports.

The whole country is well connected by a government-owned telephone system, both radio and ordinary. Adequate cable service abroad is also available. Three centres have radio broadcasting stations, operated on a commercial basis.

The government of Honduras for some sixteen years has been a virtual dictatorship. Presidential elections held last October brought in a new president, the man of the previous president's choice. It is not expected that there will be any appreciable change in the management of affairs, which has been tolerably well conducted.

Living conditions are generally low, but, relatively speaking, the country has been fairly free of labour disturbances. The United Fruit Company has done a great deal toward the improvement of the lot of their workers and of that of the community in general. No evidence exists of an unemployment problem, though, owing to overstocking on the part of merchants and the usual lull during pre-election days, a business recession exists.

Record Monthly Value Established For Exports from Bizonal Area

Continued expansion in trade reported by Joint Export-Import Agency—Exports in first three quarters of 1948 valued at \$397 million—General imports increase sharply—Belgo-Luxembourg Economic Union chief purchaser of German goods—Imports under ERP valued at \$15 million.

By B. J. Bachand, Canadian Economic Representative

FRANKFURT, November 10, 1948.—Continued expansion in Bizonal trade has been reported by the Joint Export-Import Agency, total exports in September amounting to \$61,000,000, compared with \$58,000,000 in August, and the highest figure reached since the occupation of Germany commenced. Exports for the first three quarters of 1948 reached a value of \$397,000,000.

Total imports (including Categories "A" and "B", commercial and non-commercial) reached a value of approximately \$158 million for September, making a total of \$1,081.5 million for the first three quarters of the year. Category "A" imports were valued at \$106 million for the month and \$771.5 million for the first three quarters. Category "B" imports, advancing in parallel with exports, climbed to a value of \$52 million for September as compared with \$41 million for August and the record value of \$64 million for June. Total Category "B" imports for the first nine months of 1948 reached a value of \$310 million.

With exports continuing at the current monthly rate of approximately \$60 million, the cumulative export total for 1948 will probably reach a value between \$575 million and \$600 million. A significant factor in the expansion of the volume of exports is the sharp increase in general exports, which rose to a value of \$25.9 million, 49 per cent over the general export total for August. The cumulative total for general exports during the first three quarters of the year now stands at \$133.6 million, approximately 33.7 per cent of the cumulative value of total exports.

On the other hand, coal exports dropped by approximately 11.6 per cent during September to a value of \$25.9 million, reaching a cumulative total for the first three quarters of 1948 of \$200.4 million, or 50 per cent of total exports. Invisible exports rose to a value of \$7.6 million for September and \$39.5 million for the first three quarters of the year. Timber exports dropped during the month by approximately 74 per cent to a total of \$1.3 million, the total for the first three quarters of 1948 amounting to \$22 million, or 5.5 per cent of total exports.

Of the cumulative exports of manufactured goods, textiles (and textile products) have assumed chief importance with a value of \$29.8 million, or 7.5 per cent of the total exports for the first three quarters of 1948. Other important export items, in addition to timber, were machinery and vehicles (including electrical machinery, locomotives, and ships) at \$29 million; chemicals, \$17.3 million; and iron and steel (including scrap), \$15.3 million. It is noteworthy that, with the exception of machinery and vehicles, the volume of the above products during the first and second quarters of the year showed no expansion. During the third quarter, however, all products recorded increases.

Belgo-Luxembourg Union is Leading Purchaser

A survey of foreign trade between Bizonal Germany and the rest of the world shows, for the first three quarters of 1948, that the Belgo-Luxembourg Economic Union is the leading buyer nation of German commodities with purchases of \$61.1 million, or 15.4 per cent of total exports. Other major buyers, in the order of the importance of their purchases during these first three quarters of the year, are: United Kingdom, \$59.4 million; France, \$54.4 million; Netherlands, \$53 million; and Austria, \$33.9 million. ERP participating nations have received delivery of approximately \$353.2 million worth of exports from Bizonal Germany over this same period; this represents 89 per cent of total exports.

Total Category "A", or non-commercial, imports, including food and seed; fertilizer; and petroleum, oil and lubricants, for the month of September reached a total of 1.1 million metric tons as compared with the August total of just over one million metric tons. Food imports for the month were valued at \$95.7 million, with seed imports at \$1.2 million, fertilizers at \$4.8 million, and POL products at \$4.2 million. The September food import figure for the Bizonal Area was the second highest in occupation history, exceeded only by the August figure. Of the total food imports for the month, 597,892 tons came from the United States and 75,595 tons from European countries.

During September, imports under the European Recovery Program, valued at \$15 million, arrived in the Bizonal Area, bringing the cumulative value at the end of September to \$37 million, or 16.5 per cent of the total program. The JEIA, with BICO procurement agencies, had taken essential procurement action on 80.5 per cent of the value of the combined Category "A" and "B" ERP programs, with only 3 per cent of the aggregate value awaiting specifications on September 30.

Category "A" foodstuffs, almost half of which were supplied by the United States, accounted for 97.7 per cent of the ERP import deliveries during the month. The remaining 2.3 per cent represented a delivery of binder twine, which was the first consignment of Category "B" industrial items under the \$136 million Category "B" import program allocated by the Economic Co-operation Administration for the second and third quarters of 1948.

Netherlands East Indies Now Called Indonesia

The Hague, January 15, 1949.—(FTS)—The Netherlands East Indies are now known by the name of Indonesia, while the Netherlands West Indies, which include Curaçao, are now known as the Netherlands Antilles. According to a revision of the constitution of the Kingdom of the Netherlands, proclaimed on September 20, 1948, these changes in no way alter the juridical status of the territories concerned, and will therefore not affect the engagements made by or for these territories.

Cattle Shipments from Ireland To Continent Show Increase

Recent trade agreements with European countries and good prices provide incentive—Producers desirous of retaining United Kingdom market—Yields and quality of grains better than in 1947—Poultry production and exports expanding—Tillage and pasture to be improved.

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

DUBLIN, November 8, 1948.—Shipments of cattle from Ireland are likely to reach record figures for 1948, owing to recent trade agreements with European countries and the satisfactory prices which they are in a position to pay. In its efforts to conserve dollars by obtaining every possible commodity in the sterling area, the Irish Government has succeeded in obtaining much-needed supplies of fertilizers and other raw materials from Europe. Cattle and agricultural products are almost the only items which Ireland can offer in return and for which there is a universal demand at present.

The total number of fat cattle which Ireland may export to the Continent is limited by the recent Anglo-Irish Trade Agreement to 50,000 in 1948 and to 10 per cent of Ireland's total exports in subsequent years. It is probable that the maximum advantage will be taken of this figure, since continental buyers pay 92s. to 95s. per cwt. as compared with British prices of 80s. to 82s. There has been a resultant downward trend in shipments to the United Kingdom during recent months. Total cattle exports to the British market in the first eight months of 1948 were 100,483 head, of which 9,105 head were fats. In the same period of 1947 the figure was 118,751 head, of which 3,138 head were fats. Total exports from Ireland during August last were 13,931 head as compared to 19,665 head in August, 1947. It is probable, however, that the lowest level has been reached, and that cattle shipments will show a steady increase from this date, though it may take two years before the result of present government policy is felt.

Several Factors Tend to Bolster Cattle Sales

Various factors, including the agreement with the United Kingdom, which offers a guaranteed market to the Irish farmer for the next four years, the negotiation of trade agreements with Holland and France, both desirous of purchasing cattle in this country, and an improvement in supplies of feeding-stuffs during recent months have caused the price of calves to advance to the record figure of £8 or £9. This reflects the general feeling in the cattle trade. Only a few years ago, calves were being slaughtered because of the shortage of feed, and the resultant reduction in the cattle population is now a serious handicap.

Trade agreements with Belgium, the Scandinavian countries, and Czechoslovakia are now in prospect, and in all of them cattle will no doubt play an important part. Holland is prepared to take 30,000, and Italy will probably require 5,000 to 7,000, for each head of which she would undertake to supply 1½ tons of superphosphates. Shipments to Belgium, Switzerland and France are expected to bring the total shipments to Europe up to 60,000 head at an approximate value of £3,000,000. A total of 10,000 head of cattle has also been set aside for slaughter and export to the Continent as canned Kosher meat.

Opinion in the cattle trade is not unanimously in favour of the development of markets on the Continent, since there is a danger that the permanent British market might be endangered for a continental demand which may prove as temporary as the price is attractive. Limitation of the number of Irish cattle available is likely to encourage cattle production in Britain and thus limit Ireland's future market there. The cattle trade is not unaware that the number of British stores is increasing each year and that the British Government is paying a grant to encourage production.

However, the necessity of the moment forces Ireland to offer her cattle on the continental market in return for the fertilizers, machinery, seeds, timber, and raw materials for industry, which are essential if she is to build up her agriculture so as to make a fair contribution to European recovery and restore equilibrium to her import-export trade.

Yields and Quality of Grains Better Than in 1947

Harvesting operations in Ireland have now been concluded and, although figures are not yet available, the harvest is generally accounted good. Spring wheat was slow to ripen, but winter wheat gave a good average crop; the quality of the grain is described as somewhat better than average, and the yield much better than in 1947. In good wheat-growing areas, such as County Dublin, the yield has been 16 to 17 barrels (of 280 pounds) to the acre, but in County Cavan, where the soil is less suited to wheat production, it has been as low as 9 barrels. A large proportion of the grain rates 60 pounds to the bushel, which is top-grade wheat in this country.

Oats have done well, both the quantity and the quality being substantially better than last year. Barley yields were also better and of good quality in most areas. The potato crop is also satisfactory, and the amount of oats and potatoes which will be available for stock feeding should be a valuable aid in increasing the output of poultry and pigs and will release the barley for brewing and malting. Last year, barley was extensively used for feeding. The price was fixed at £2 per barrel (of 224 pounds). This year the price has not been fixed by the Government, but growers' representatives have reached agreement on price with maltsters in the interests of planned production.

Poultry Industry Expanding

The government scheme recently initiated for the improvement of the poultry industry in Ireland is already yielding results in the way of increased egg exports, but supplies on the home market are now scarce, with fresh eggs retailing at 6s. (\$1.20) per dozen. Exports have risen from 1,309,952 long hundreds (£1,775,751) in the first eight months of 1947 to 2,114,504 long hundreds (£3,505,963) in the first eight months of 1948. Egg exports in August, 1947, were only 1,826 long hundreds (£2,674), but rose to 80,319 long hundreds (£129,183) in August, 1948.

The high price for eggs and the improvement in the supply of feed-stuffs induced many producers to put down extra settings of eggs this year, so that it is estimated that the poultry population has already increased by 3,000,000. Half of this addition is cockerels, and the number of dead poultry usually exported will be approximately trebled.

It is estimated that the additional 1,500,000 pullets will produce an extra 500,000 cases of eggs (each of 30 dozen) during 1949, an increase of approximately 66 per cent. The average egg production of a hen in Ireland is not more than 110 per year, whereas in Denmark, Holland and Canada it is approximately 145 to 155.

Tillage and Pasture to be Improved

Farmers are displaying interest in the soil analysis service now being offered by the Department of Agriculture, and it is hoped that the extensive use being made of these facilities will result in an almost complete national soil survey, which will enable the country's resources to be more efficiently employed.

The Minister for Agriculture also expects to receive shortly the report on Irish grasslands which is being prepared by a New Zealand expert who was appointed some time ago to carry out a survey and make recommendations for the improvement of Irish pasture land.

Now that this year's harvest has been safely gathered, attention is being concentrated on the crops to be grown and sold next year. It has already been agreed by Guinness' Brewery, who are the principal purchasers, that they will pay 57s. 6d. per barrel (of 224 pounds net weight), ex grower's farm in buyer's sacks, for malting barley of the 1949 crop. The new price represents an increase of 7s. 6d. on the price fixed for this year's crop and carries a proviso that in no case will it be less than 2s. 6d. per barrel in excess of the average price of British malting barley of the same crop. It is estimated that the requirements of brewers, maltsters and distillers from the 1949 crop will be 800,000 or 900,000 barrels, and it is probable that it will be grown under contract, thus avoiding the danger of a glut.

With the abandonment of compulsory tillage, it is probable that the wheat acreage will drop considerably, unless the Minister should fix the price of wheat at an attractive figure. The suggested price is £30 per ton, since the agreed barley price works out at £28 15s. per ton, and wheat is at present realizing approximately £25 per ton. Many farmers do not favour the swing away from tillage and the emphasis placed by the present government on beef production. The Minister for Agriculture has given assurances that a tillage plan has been prepared and would be introduced immediately should world conditions call for a return to compulsory tillage, and that this plan has been prepared in such a way that every acre would be used for growing the crop for which it is most suitable.

Electrical Equipment Sought by South African Railways

South African Railway tender No. 8663 seeks the supply of transformers for Pretoria as follows: four transformers, 400 kva., 6600/382/220v. for three-phase, 50-cycle operation.

Tenders close with the Chairman of the Tender Board, P.O. Box 7784, Johannesburg, Union of South Africa, at 9 a.m. on February 10, 1949. Interested Canadian firms may obtain further particulars by writing the Department of Trade and Commerce, Ottawa, quoting file 26705.

British Railway Rolling Stock Being Standardized

London, January 5, 1949.—(FTS)—British railways have taken measures to standardize their rolling stock in order to reduce repairs and maintenance to a minimum, and to raise the average speed of all trains rather than to operate a few high-speed trains to the detriment of other railway traffic. Through standardization, the types of locomotives will be reduced from 400 to 12. Rolling stock and carriages are also to be standardized, and a single-type diesel shunting locomotive introduced. The capacity of all freight cars will be increased gradually. Preliminary plans for a basic all-steel carriage suitable for mass production have been prepared, and it is expected to be in production by 1951.

Moroccan Output of Canned Fish Limited by Tinsplate Shortage

Production in 1947 approximately 620,000 cases as against potential capacity of 1,895,000 cases—Industry concentrating on exports—France and her colonies absorb 60 per cent of production—Output of by-products expanding.

By A. B. Brodie, Assistant Commercial Secretary for Canada

PARIS, November 9, 1948.—The Moroccan canned fish industry has increased the number of its plants from 44 in 1938 to 87 in 1948, providing an increase in capacity from 1,117,000 cases to 1,895,000 cases in the same period. With the completion of some of the canning plants presently under construction, this figure may shortly reach 2,210,000 cases* a year. However, the acute shortage of tinsplate has restricted production to about 50 per cent of capacity.

Moroccan Production of Canned Fish

	Cases
1935	330,000
1940	557,000
1943	251,000
1944	301,000
1945	600,000
1946	350,000
1947	620,000†

The species of fish presently being canned are, for the most part, sardines (prepared in pure olive oil or peanut oil), with smaller quantities of tuna, anchovy, mackerel and bonito. Since local consumption is only approximately 20,000 cases a year, Morocco has been obliged to concentrate on the export market for the sale of her canned fish. The United Kingdom has been the most important purchaser, smaller quantities going to Belgium, Sweden, Holland and Central Europe. Fortunately for the industry, France and her overseas colonies have been able to absorb about 60 per cent of the total Moroccan production.

The Moroccan canned fish industry is under the direct supervision of the "Office Cherifien de Contrôle et d'Exportation du Maroc (O.E.C.*)" and its products are subject to rigid inspection. This has given exporters additional confidence in their ability to dispose of their fish abroad.

Although Morocco is a better source of supply for canned fish than a market, statistics indicate that certain varieties of fresh fish were imported for the canning plants during the past year as follows: sardines, 226 tons from Algeria; other fresh fish, 72.7 tons (65.9 tons from Algeria), and 6.8 tons from the United States.

Production of By-products Important

Since the war, more attention has been given the treatment of fish scraps from the canneries for the production of three important by-products: fish flour, fish oil and fish guano. During 1947 a total of 37 plants of varying sizes produced the following: fish flour, 5,000 metric tons; fish oil, 1,000 tons; guano (sold raw), 600 tons.

*One case contains 100 tins $\frac{1}{4}$ club 30, approximately 14 kilos (of 2.2 pounds) of fish, including oil. This represents a live weight of about 35 kilos of fish.
†20,000 cases tuna.



Morocco—Characteristic street scene. Moroccan canned fish industry has greatly expanded in the past ten years. The number of plants increased from 44 in 1938 to 87 in 1948, while the capacity rose from 1,117,000 cases to 1,895,000 cases in the same period.

Possibilities for the further utilization of by-products have already been studied, and large modern installations are now being built, particularly at Safi, to increase the present output. Refinery capacity for fish oil has been limited owing to primitive methods, and the output has been disposed of on the domestic market for the tanning and paint industries.

By a recent decree, the Director of Agriculture, Commerce and Forests has been made responsible for the control of all the ingredients used in the process of obtaining fish flour from scraps. The industry is confident that this will ensure good quality and that before long its products will compete very favourably on the export market.

In view of the preferred position achieved by the Moroccan canned fish industry, the French market is a highly competitive one for the species of fish referred to above, and the prospects for any appreciable sales of Canadian fish cannot be considered encouraging.

Water Power is Main Source of Electric Energy on West Coast of United States

Hydro-electric plants supplied over 85 per cent of total output in the area—Increased use of fuel-based power indicated to augment supplies of electricity in region.

By H. A. Scott, Consul-General for Canada

(Editor's Note—This is the last of two articles on the power shortage in the Pacific Coast area of the United States, prepared for *Foreign Trade*. The first appeared in the January 15th issue.)

SAN FRANCISCO, December 13, 1948.—Water power plays a relatively large part in the supply of electric energy to the west coast area of the United States as compared with most parts of the country. For the country as a whole, from 75 to 80 per cent of all electric power is fuel based, while in the Twelfth District* the proportions are normally reversed. In 1946, in fact, hydro-electric plants supplied over 85 per cent of the total District output.

Except in California and Utah, fuel is scarce and relatively costly in most parts of the District. Climatic and topographic conditions over much of the region assure fairly dependable stream flow, at least when supplemented by dams and reservoirs which, in some locations, provide extraordinary heads of falling water. Although distances from power sites to centres of industry and population are sometimes considerable, transmission losses are not usually excessive. Water power has contributed notably to the generally low level of rates for electric energy prevailing in most parts of the District.

Until within recent years the role of fuel-based power in the West largely has been to supplement hydro-electric output by assuring firm supplies of energy at the seasons of heaviest demand, or in some cases at the period of relatively low stream flow and uncertain production by water-driven plants. In certain areas, more especially in the larger urban centres, steam plants are operated fairly continuously at somewhere near their full potential. In other areas they are chiefly in the nature of standby capacity, to be drawn upon principally at the low stage of the water-power cycle. On the average, the heaviest use of fuel-operated plants in the District generally comes in the fall and early winter months, the lightest use in late winter and early spring. They provide the necessary element of flexibility which otherwise would be lacking in the power supply of the District.

Increased Use of Fuel-based Energy Indicated

There are indications, however, that fuel-based energy is destined to play an increasingly important part in the electric power supplies of this region, especially in California. The better and more accessible water-power sites for single purpose hydro-electric plants mostly have been put to use. The poorer or more distant sites will require relatively heavy capital investment to develop their possibilities and will also involve greater line

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

losses in long-distance transmission. On the other hand, it may be expected that a relatively large volume of hydro-electric power will continue to be developed, more or less as a by-product, in connection with multiple purpose projects for irrigation, municipal water supply, flood control, etc.

A limited number of sites is available on the lower Colorado River, where the development of hydro-electric energy is economically feasible and where the sites are within practical transmission distance of power consuming centres. Recent estimates by the Federal Power Commission's regional office at San Francisco indicate, for example, that five projects currently being considered for development by the Federal Government in California and two others on the Colorado River, within economic transmission distance of southern California and Arizona markets, would provide an initial dependable capacity of some 1,600,000 to 1,700,000 kilowatts, an amount equal to about one-third of the existing installed capacity in the three-state area of California, Arizona and Nevada. Most of these projects are very large-scale affairs, however, and require correspondingly large financial resources, which only the Federal Government is able to supply. Their development would also require considerable time.

Meanwhile, the insistent demand for power is increasingly being supplied in the California, Arizona and Nevada area by steam plants. The proportion of the total electric energy produced from fuel by public utilities and industrial establishments in these three states for successive periods is: 1930-34 average, 23.9 per cent; 1935-39 average, 13.7 per cent; 1940-45 average, 15.1 per cent; 1946-47 average, 33.3 per cent.

In California, the proportion of fuel-based electric energy in 1947, a year of deficient water power, rose to nearly 45 per cent of the total electric output. Of the new utility generating capacity scheduled for installation in the three-state area in the period 1948-50, over 60 per cent is to be served by fuel plants, less than 40 per cent by hydro-driven plants. In southern California the proportion for fuel plants runs close to 75 per cent. Informed opinion in the industry points to the probability that in California fuel-based electric energy within the next twenty years will come to exceed that from hydro-electric plants.

The Pacific Northwest Uses Little Fuel-based Electricity

Fuel-based electric energy is much less important in the electric power supply of the Pacific Northwest than in other parts of the District. Over the period from 1930 to 1947 the proportion of the total electric power supply of Oregon and Washington produced by fuel plants has averaged only about eight per cent, declining from about 19 per cent in 1930 to two per cent in 1945. California oil and small quantities of Utah coal are used by steam plants in the Northwest, chiefly in the larger cities. The growing scarcity and rising costs of these fuels have added to the problems of local power supply during the past two seasons.

Well over half the total electric power supply of the Pacific Northwest in recent years has been produced by the hydro-electric generators of the government-owned Columbia River system. The extensive program of further development of the Columbia River Basin to which the Federal Government is committed, together with the surplus power available from new large-scale irrigation projects in the area, promises to maintain a relatively high proportion of water power in the total energy supplies of the region. Approved plans at present call for the construction of new dams and the installation of large generating capacities at various points along the Columbia, Willamette, and Snake Rivers and their tributary streams, and for doubling the present capacity of the Grand Coulee powerhouse to an ultimate capacity of nearly 2,000,000 kilowatts.

ERP Aid Enables Great Britain to Proceed With Development Plans

Primary objective of British recovery effort is to become independent of outside help by 1952-53—Program provides general support for economy by maintaining supplies of imported food, raw materials and petroleum at roughly 1947 levels.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, December 16, 1948.—European Recovery Program has enabled Great Britain to proceed with development plans essential to both its own economic recovery and the part which it is playing in the recovery of Europe. ERP also provides the United Kingdom with general support for its economy by enabling it to maintain supplies of imported food, raw materials and petroleum at roughly 1947 levels. This information is contained in the first periodical statement on the results of Marshall Aid provided the United States by the United Kingdom Government under the Economic Co-operation Agreement.

The primary objective of the British recovery effort is to become independent of outside aid by 1952-53 while avoiding any further drawings on the gold and dollar resources of the sterling area. In the first six months of 1948, the United Kingdom succeeded in reducing its total deficit on current account to less than half the rate of the previous year. The drain on the gold and dollar resources of the sterling area was also halved.

In the third quarter of 1948 the volume of exports (1938 equals 100) increased to 138 from 134 in the second quarter. The volume of imports remained fairly stable throughout at about 80 per cent of the prewar level. The drain on dollar reserves, which was £147 million in the first quarter of the year and £107 million in the second quarter, was reduced to £76 million in the third quarter, a deficit which should be compensated by ERP disbursements.

Aid Given to Other European Countries

Great Britain has made a notable effort in concert with the other participating countries to Western European recovery. During the year 1948-49, the United Kingdom will provide sterling drawing rights up to a net total of £70 million. In the same period the countries under the Organization for European Economic Co-operation may reduce their sterling balances by approximately a further £50 million. Increases in United Kingdom exports to O.E.E.C. countries are also quoted as evidence of the United Kingdom's contribution to European recovery. Out of six million tons of coal promised to other O.E.E.C. countries in 1948, 3.9 million tons were shipped during the second and third quarters of the year.

In the field of capital goods, exports of metals and engineering products to the same countries rose from a monthly average value of £14,759,000 in the second half of 1947 to £18,394,000 in the third quarter of 1948.

Between April 3 and September 30, 1948, an amount of £53,607,000, representing a sterling equivalent of ERP advances, had been paid into a special account in the Bank of England.

Agreements have been entered into for the sale of quantities of rubber and sisal for stock piling in the United States. Payment is to be made out of the five per cent of the special account allocated to the use of the United States Government.

Discussions took place recently on the possibility of a number of investment projects in the United Kingdom being guaranteed by the United States Government under the terms of the Economic Co-operation Agreement. No such projects were actually approved during the period covered by the report, but on October 18, a guarantee was approved in respect of the Cabot enterprise for the manufacture of carbon black in the United Kingdom.

South African Railways Seek Electrical Equipment

South African Railways are seeking the following electrical equipment and invite tenders from interested Canadian firms: Inquiry No. 8688—11 sets of condensers, each set consisting of one 10 kvar condenser, one 5 kvar condenser and two 2.5 kvar condensers. This inquiry closes with the Chief Stores Superintendent, South African Railways, Park Chambers, Rissik Street, Johannesburg, Union of South Africa, at 9 a.m. on February 9, 1949. Interested Canadian firms may obtain further particulars by writing the Department of Trade and Commerce, Ottawa, quoting file 26705.

British Steel Industry Set Records

London, January 15, 1949.—(FTS)—Records were established by the British steel industry last year, when a total production of 14,877,000 tons was achieved. This figure is 400,000 tons higher than the target set in the middle of 1948, and compares with the previous peak of 13,222,000 tons, produced in 1939. Last year's total was 2,150,000 tons higher than that in 1947. Pig iron production also set a new record, amounting to 9,276,000 tons, compared with 7,785,000 tons the previous year, and exceeding the target by 76,000 tons.

Great Britain's Industrial Production Sets Record in October

London, January 5, 1949.—(FTS)—Great Britain's industrial production in October last year was the highest ever recorded, the index (1946 equals 100) being 127 as compared with 124 in September. The figure for November, 1947, February and April, 1948, was 123, while it reached 124 in June.

The results in September and October suggest that the halt in the upward movement of production, which created some apprehension in the summer, is not quite so definite as it then appeared. In July the index was five points, and in August six points above the figures for the corresponding months of 1947. In September, it was nine points, and in October, seven points above the previous year.

Industrial Production in Great Britain

	September		October	
	1947	1948 (1946 equals 100)	1947	1948
All industries	115	124	120	127
Mining and quarrying	103	111	109	116
Manufacturing	117	128	122	128
Building and construction	126	125	126	136
Gas, electricity and water ...	94	100	103	111

It is tentatively estimated that the 2.2 per cent increase in productivity a man-year, suggested by the United Kingdom planning authorities as necessary to achieve the four-year program, is at present being more than maintained.

Philippines Impose Controls on Importation of Luxury Items

Effective January 1, 1949, import licences required for 91 different classifications—Quotas to be established, based on period July 1, 1947, to June 30, 1948, and distributed on pro rata basis to established importers.

By K. F. Noble, Canadian Government Trade Commissioner in Hong Kong

HONG KONG, January 4, 1949.—Import control was instituted by the Philippines, effective January 1, regulating imports of 91 different classifications of non-essential and luxury items. Import licences, issued by the Import Control Board, are now required to import these commodities.

In the case of the 91 groups of items, which can be increased or decreased by Executive Order, a quota shall be established based on the importation of like commodities in the period July 1, 1947, to June 30, 1948. Pro rata shares of such quotas will be allocated to importers registered with the Import Control Board as established importers of such products, after 20 per cent of the quota by quantity or value has been set aside to establish an allocation for importers who had no recorded importation during the base period, but who have subsequently registered themselves as importers of the commodity. Further regulations dealing with this special allocation for importers without base-year quota provides that no percentage to new importers shall be larger than one-fifth of the percentage allocated as quota to any established importer. Moreover, applications for licences to import any portion of this 20 per cent reserve quota must be filed within one month from the date the quota is announced. Thereafter any of the reserve quota not allocated shall be available for redistribution to old importers making application.

No person, firm or establishment, can be granted import licences unless: he be an importer registered with the Securities and Exchange Commission or in the Bureau of Commerce; he is duly licensed and has paid all lawful taxes; he is registered with the Import Control Board for purposes of the Import Control Law.

Applicants for an import licence shall file with the Import Licensing Board written applications under oath, supplying the following information: name and address of the importer or his authorized agent or representative; name and address of the exporter; port or ports of origin of the articles to be imported; port of destination; description of the articles to be imported with the quantities and declared values thereof. A filing fee of two pesos (U.S.\$1.00) plus a licencing fee of one peso for each 1,500 pesos of the c.i.f. value of the article is charged.

As from January 1, every Consular Invoice issued for the importation of non-essential and luxury lines into the Philippines must show the import licence number.

Non-essential and Luxury Items Subject to Quota

The list of non-essential and luxury articles now subject to quota includes the following: (Percentages of reductions from imports during the base year July 1, 1947, to June 30, 1948, are shown in parentheses.)

- (1) Passenger cars, station wagons and jeeps, of a selling price of \$3,500 or over (40 per cent). Motorcycles (40 per cent).
- (2) Jewellery, precious metals and stones, including silver and plated-ware, costume jewellery, precious, semi-precious and imitation stones (50 per cent).

- (3) Perfumes and toilet preparations except dentifrices (50 per cent).
- (4) Beauty culture equipment, including manicure apparatus and dresser sets (50 per cent).
- (5) Games and amusements (except athletic equipment), including playing cards (60 per cent).
- (6) Liquors (except beer) and wines (50 per cent).
- (7) Beer (40 per cent).
- (8) Fireworks and firecrackers (80 per cent).
- (9) Toys (50 per cent).
- (10) Textiles and manufactures thereof, other than of rayon and cotton (60 per cent).
- (11) Rayon textiles: Men's woven fabrics, \$1.17 per yard and over (50 per cent). Women's woven fabrics, 75 cents per yard and over (50 per cent). Underwear (30 per cent). Outerwear, and other manufactures (50 per cent).
- (12) Phonographs and juke boxes \$75 and over, pianos \$750 and over, radio-phonograph combinations \$125 and over, battery radios \$100 and over, electric radios \$75 and over (40 per cent).
- (13) Cut glass and chandeliers (60 per cent).
- (14) Watches \$30 and over, and clocks \$12.50 and over (40 per cent).
- (15) Ornamental articles of base metals, ivory, or other materials (80 per cent).
- (16) Cigarettes (30 per cent); cigars (80 per cent); other manufactured tobacco (50 per cent).
- (17) Grey cloth and weaving yarns of cotton (80 per cent); ready-made wearing apparel, laces and lace cloths of cotton (40 per cent).
- (18) Lard, lard compounds and oleomargarine (80 per cent).
- (19) Toilet soap (50 per cent); laundry soap (80 per cent).
- (20) Leather footwear, garments, harness and saddles (25 per cent).
- (21) Fresh fruits (20 per cent).
- (22) Nuts and preparations (20 per cent).
- (23) Rubber and plastic footwear and auto seat covers (80 per cent); shoe uppers and rubber soles for rubber shoes (95 per cent).
- (24) Logs, timber and lumber (40 per cent); wooden furniture (except hospital and medical equipment), doors, windows, billiard tables and bowling alleys (90 per cent).
- (25) Electric washing machines (25 per cent).
- (26) Cigars and cigarette lighters \$5 and over (40 per cent); chewing gum (50 per cent); matches (60 per cent); candles (50 per cent); furniture of steel and chrome (40 per cent); denatured alcohol (90 per cent); shells and manufactures (90 per cent); mechanical pencils \$5 and over, fountain pens \$10 and over, and writing sets \$10 and over (40 per cent).

Further information respecting the importation of non-essential and luxury articles into the Philippines may be obtained from the Commercial Relations and Foreign Tariffs Division, Department of Trade and Commerce.

New Zealand Invites Tenders for Electrical Equipment

The New Zealand State Hydro-Electric Department, Wellington, New Zealand, invites tenders for the following:

110 KV Switchgear and Steelwork Extension for Penrose Substation; Contract No. 101—Tenders close with the New Zealand State Hydro-Electric Department, Wellington, New Zealand, on March 8, 1949.

50 KV Switchgear and Steelwork for Kaikohe Substation; Contract No. 102—Tenders close with the New Zealand State Hydro-Electric Department, on March 15, 1949.

110 KV and 33 KV Control Boards for Halfway Bush Substation; Contract No. 103—Tenders close with the New Zealand State Hydro-Electric Department on March 15, 1949.

100-ton Electric Travelling Gantry Crane for Maraetai Power Scheme—Tenders close with the Secretary, Tenders Board, Ministry of Works, Wellington, New Zealand, on April 26, 1949.

Interested Canadian firms may obtain further particulars and specifications from Mr. J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Bldg., Montreal.

South Africa Plans to Produce Oil and Gasoline from Coal

Scheme has now reached stage where development work may be undertaken—Trustee licence to begin production issued by government—Capital to be raised by issue of shares—Outlook for project promising.

By S. V. Allen, Commercial Secretary for Canada

JOHANNESBURG, October 13, 1948.—Plans to utilize the Union's vast reserves of coal for the production of oil and gasoline have now reached the stage where active development work may be undertaken.

The enabling legislation covering this project, the Liquid Fuel and Oil Act 1947, established a Liquid Fuel and Oil Industry Board to advise the government concerning the terms and conditions, including financial ones, under which licences would be authorized to undertake production. The government has now announced the granting of a trustee licence to the Anglo-Transvaal Consolidated Investment Company Limited of Johannesburg, who have substantial controlling interests in many industrial enterprises in the Union, including engineering, iron and steel production, timber impregnation, textile production and others, as well as the gold and coal mining industries.

Many of the conditions which the licensee is expected to fulfil were laid down in the enabling Act, but the Liquid Fuel and Oil Industry Advisory Board apparently, after consideration of specific proposals, has recommended the issuance of the licence under conditions which envisage a large measure of governmental control over the development, incorporation, financing, operation, profits and sales of the concern to be set up by the licensee. By definition the process is to comprise the "generation of synthesis gas from carbon-bearing material and the catalytic conversion of the gas to petrol". Objections to the granting of the licence or other representations must be lodged with the Minister of Economic Affairs by November 8, 1948.

Steam Generating Plants Planned

The coal to be used by the licensee is specified as that located in the Vredefort District of the Orange Free State, and the actual site of the plant is likely to be near Vereeniging on the Vaal River, about thirty-five miles from Johannesburg, where water supplies are available and new steam generating plants will be erected by the Electricity Supply Commission. The price and conditions of sale by the colliery are subject to review and, as far as practicable, whole seams are to be mined except where coal of more than 30 per cent ash content is encountered. The coal supplier is also prevented from selling in excess of 20 per cent of his production to other consumers.

The authorized maximum initial capital for the plant, to be erected with a design capacity of 76,000,000 gallons per annum, is £13,000,000. This is to be issued at par in the form of 5-shilling shares. The underwriting commission and vendor's consideration have also been laid down, and any further financing required is subject to approval of the Minister of Economic Affairs.

Production must begin within four years, subject to circumstances beyond the control of the licensee holder. The government has indicated that no further licence for a similar project will be granted during the

same period. The plant, upon completion, is to be operated at its maximum economic capacity, providing the rate of production does not exceed 100 million gallons in any one year. Such questions as depreciation funds, stock records, taxation, profits and reserves are dealt with in the terms of the licence.

Outlook for Project Promising

The production of petroleum products in South Africa on this scale eventually will make the Union largely independent in such supplies, although at the start the new plant is not expected to meet more than a quarter of the Union's gasoline requirements. Without refining facilities or oil resources, this country is at present wholly dependent on the Persian Gulf fields for its needs. With proved coal resources of almost nine billion tons and estimated total reserves of over 225 billion tons, mostly of the bituminous grade, the project is being established under favourable circumstances and represents the utilization of an important natural resource. There is also the possibility that this industry in due course will form the basis of allied chemical processes covering the production of synthetics, ranging from basic coal-tar derivatives to advanced types of plastic materials. Some delay may occur in the delivery of the necessary equipment from overseas and, under present conditions, it is impossible to forecast when active production will begin.

Tobacco is Now Principal Export Industry of Southern Rhodesia

Shortage of dollar exchange has caused unprecedented demand from sterling area, particularly the United Kingdom—Exports of 1947-48 crop earn over £10,000,000—Tobacco production has greatly increased in past few years.

**By F. T. Cook, Assistant Commercial Secretary for Canada
(Agricultural Specialist)**

JOHANNESBURG, October 28, 1948.—Tobacco, which earned more than £10,000,000 in the export market for the 1947-48 crop, now ranks as Southern Rhodesia's principal export industry. Shortage of dollar exchange led to an unprecedented demand for Rhodesian tobacco in the sterling area. In the last three years, the number of registered growers has doubled and the acreage planted rose from 70,000 acres to more than 110,000 acres. The actual crop has increased from 47 million pounds to 76 million pounds.

The final estimate of tobacco production for the 1947-48 crop was: flue-cured Virginia, 116,000 acres, yielding 76 million pounds; fire-cured Virginia, 1,400 acres, yielding 830,000 pounds; and Turkish, 6,200 acres, yielding 2.3 million pounds.

The United Kingdom demand has been the main incentive for the increase in Rhodesian tobacco production. Out of the 41.5 million-pound 1946 crop, British buyers took only 19 million pounds. In the following year, the crop was up to 57 million pounds, of which 29 million pounds were exported to the United Kingdom. The 1947-48 crop totalled approximately 76 million pounds, and British purchases are expected to reach 48 million pounds. Present estimates indicate that British purchasers will buy upwards of 56 million pounds of the 1948-49 crop.

There has also been a change in the trade pattern in regard to exports to other countries besides Britain. Australia has replaced the Union of South Africa as Southern Rhodesia's second most important market for tobacco. In the past five years, more than 60 per cent has gone to Britain and about 15 per cent has been shared between Egypt, Australia and Nigeria.

Because of the shortage of native labour, the outlook for the 1948-49 tobacco crop acreage indicates no change. There will be a greater degree of intensification and, providing weather conditions are favourable, there will be some change upward in production figures.

Exports of Unmanufactured Tobacco from Southern Rhodesia

	January-September, 1948	
	Pounds	
Turkish:		
United Kingdom	532,411	£ 61,131
Canada	78,620	9,828
Australia	101,619	5,784
Malta	10,122	759
Union of South Africa	475	74
Belgium	29,692	1,221
Egypt	83,452	8,209
Denmark	454,018	49,314
Finland	37,580	3,661
Netherlands	952	26
Tripoli	112,734	13,724
Norway	7,975	1,042
Portuguese East Africa	3,665	321
Portuguese West Africa	5,000	750
Argentina	138,810	13,366
Brazil	22,406	2,800
United States	454,018	116,886
Total	2,535,608	288,896
Virginia Flue-cured:		
United Kingdom	33,616,666	6,207,765
Australia	5,521,858	1,062,787
Aden	62,671	888
Palestine	98,778	18,648
Malta	39,293	4,992
Nigeria	640,589	108,203
Hong Kong	6,782	391
Nyasaland	4,892	698
Cyprus	6,854	587
Union of South Africa	1,125,320	203,186
Netherlands	1,048,533	54,257
Egypt	3,971,350	591,873
Belgian Congo	231,969	7,884
Denmark	1,755,543	174,042
Sweden	682,356	80,765
Argentina	21,908	1,187
Belgium	64,556	2,973
Finland	45,028	2,251
Indo-China	112,473	9,087
Czechoslovakia	440,489	69,201
Norway	38,395	6,335
Portuguese East Africa	22,061	2,366
Portuguese West Africa	17,013	1,084
Tripoli	87,848	13,576
Total	49,663,225	8,625,026
Other Unmanufactured Tobacco:		
United Kingdom	278,532	39,154
Australia	10,040	702
Bechuanaland	70,584	6,363
Total	359,156	46,219

Petroleum Output in Venezuela Principal Basis for Prosperity

Production in past year achieved new record of approximately 1,340,000 barrels a day—Convertible foreign exchange more than adequate to meet import requirements—Increased expenditure on public works and agricultural improvements.

By J. A. Stiles, Acting Canadian Government Trade Commissioner

(1 Bolivar=Canadian \$0.2985)

(Editor's Note—This is the first in a series of articles on economic conditions in Venezuela, prepared by Mr. Stiles for publication in *Foreign Trade*.)

CARACAS, January 2, 1949.—Conditions in Venezuela continued satisfactory during the past year, due largely to the fact that the foreign demand for petroleum was maintained. Production achieved a new record, amounting to approximately 1,340,000 barrels a day. Second only to the United States as a producer of petroleum, and with proven reserves of over one billion cubic metres, the economy of this country is inevitably tied to the industry. With increased levies on production and earnings of the oil companies, together with a larger revenue from the sale of the government's share of production, considerable wealth was derived from petroleum. Total government revenues for the year were estimated at over 1,700 million bolivars (\$506,600,000), which is some 400,000,000 bolivars more than in 1947.

The inflow of convertible foreign exchange, resulting from the exportation of petroleum, has been more than adequate to meet the import requirements of Venezuela. In addition, the rise in market prices for this country's main agricultural exports, coffee and cocoa, has contributed to the general prosperity. Much of the revenue derived by the government was spent on new public works and agricultural improvements. This expenditure, with substantial increases in wages, resulted in a high per capita income.

Exports of petroleum in quantity commenced in 1918, and by 1926 exceeded all other products put together. Whereas shipments in 1918 amounted to 2,600,000 barrels, the figure for 1947 was 2,354,300,000 barrels. Recent reports indicate that petroleum production in countries of the Middle East amounts to 1,155,000 barrels a day, compared with 1,338,000 barrels a day in Venezuela.

Production and Exports of Petroleum

Year	Production (Cubic metres)	Index (1938=100)	Exports (Millions of bbls.)
1918	51	0.17	2.6
1923	687	2.30	28.7
1928	16,845	56.30	466.9
1933	18,792	62.90	553.2
1938	29,896	100.00	828.2
1941	36,055	120.60	1,000.5
1942	23,555	78.80	635.7
1943	28,520	95.40	786.2
1944	40,866	136.70	1,056.8
1945	51,417	172.00	1,025.0
1946	61,763	206.50	1,325.4
1947	69,142	232.00	2,354.3
1948*	76,356	255.40	.....

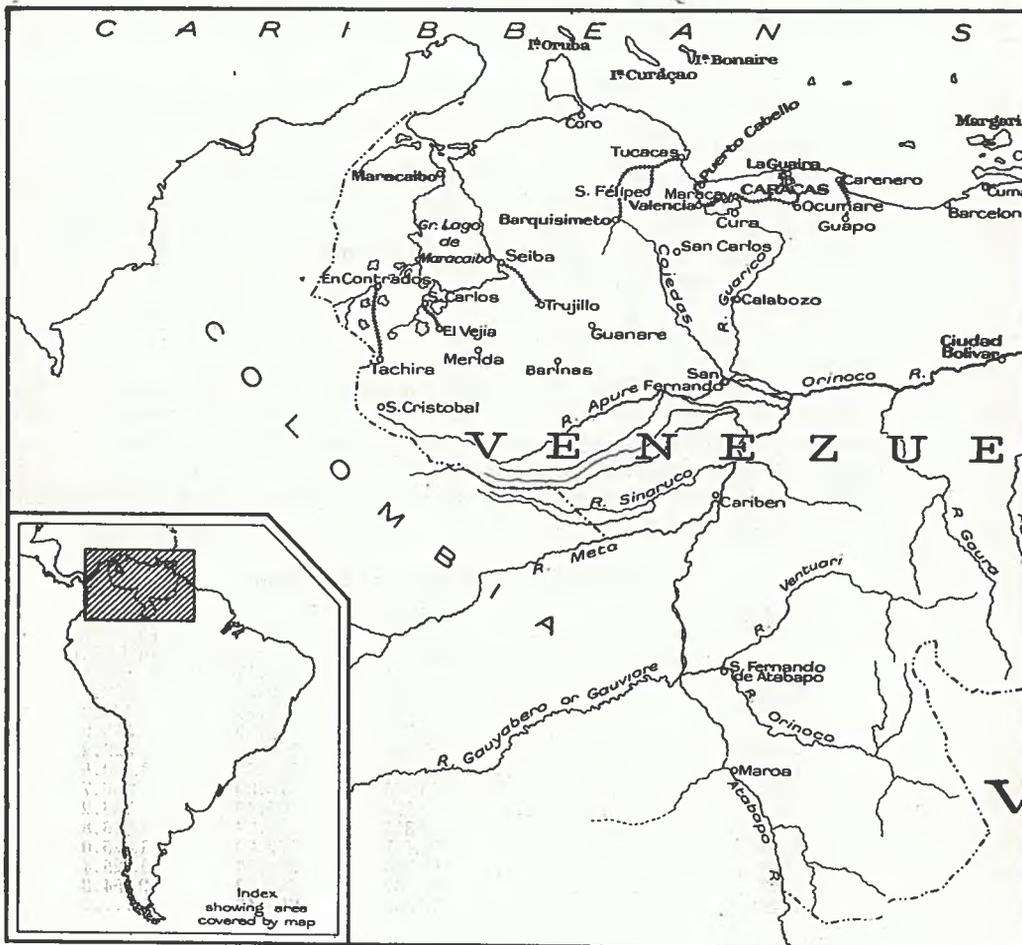
* Estimate.

Foreign Exchange Earned by Petroleum

		Percentage of total foreign exchange
1940	\$ 66,850,000	88
1941	76,227,000	86
1942	62,132,000	76
1943	72,450,000	84
1944	122,458,000	92
1945	207,989,000	94
1946	300,938,000	93
1947	442,475,000	95
1948*	610,868,000	94

*Estimate.

The political party, which seized control of the government in October, 1945, and was subsequently returned to office as a result of the elections in December, 1947, was removed from power last November by the army. An interim government was formed by the military leaders, and it is reported that a general election will be held within the next few months. It would appear that the same broad economic policy, pursued since October, 1945, will be continued. It is generally realized that greater diversification of production is desirable, so that the obvious dangers of an economy dependent on the sale of a single product may be avoided. This policy has been called "sowing petroleum".



International obligations assumed by the previous government will undoubtedly be honoured by the new government, as it is realized that large amounts of foreign capital will have to be attracted to Venezuela if any considerable progress is to be made with plans for industrialization and efforts to achieve a greater measure of self-sufficiency.

There was a slackening in business activity towards the end of the year, as commercial concerns adopted a "wait and see" attitude, and government purchases were halted, pending a clarification of the political situation. It is felt that Canadian exporters should continue doing business with private Venezuelan firms as usual, as there is no evidence that the recent *coup d'etat* will affect the availability of exchange for foreign purchases.

Market for Canadian Goods Expanding

Venezuela continued to provide an expanding market for Canadian goods throughout the past year. The best opportunities for Canadian firms in the future appear to be in food products, particularly all kinds of canned goods; paper and paper products; chemical and pharmaceutical products; livestock; agricultural and industrial machinery; and a variety of consumer goods.



Principal Exports from *Canada to Venezuela

Oatmeal and rolled oats	\$ 163,000
Wheat flour	2,155,000
Motor vehicle casings	653,000
Purebred cattle	212,000
Upper leather	192,000
Canned meats	512,000
Artificial silk fabrics	392,000
Felt hats	161,000
Sulphite pulp	346,000
Newsprint	369,000
Steam engines and parts	104,000
Machinery and parts	620,000
Aluminum kitchen utensils	211,000
Aluminum manufactures	188,000
Insulated copper wire	324,000
Bare copper wire	202,000
Storage batteries	131,000
Electric motors	219,000
Non-metallic minerals	319,000
Refrigerators and parts	158,000

*Dominion Bureau of Statistics figures for first nine months of 1948.

Products Requiring an Import Licence

Customs Tariff Item	Description
4	Hog lard
5-C	Non-specified oil (edible)
10	Butter
12-A (February to May inclusive)	Potatoes
21	Rice in grain
36-D	Tomato sauce, juice and pastes; preparations with tomato sauce; whole tomatoes in adequate containers.
44	Biscuits (sweetened or unsweetened)
71 to 84	Cotton piece-goods
85	Drills
90	Cotton piece-goods with ornaments or mixture of silk
91	Cotton piece-goods with a mixture of hemp or jute
124	Woolen or goat-hair material
125	Artificial wool piece-goods, pure or mixed
139	Artificial silk piece-goods, pure or mixed
153-A	Sacks or bags of sisal or hehenequen
418-A, C, E, F	Shoes, wholly or partly fabricated
443-A	Livestock

Certain Exchange Transactions Controlled

Certain exchange transactions in Venezuela are controlled by the Banco Central. The present system provides for the purchase at specified rates of foreign exchange derived from export transactions in petroleum, coffee and cacao, and of foreign exchange resulting from the local operational expenditures of petroleum companies.

There is no difficulty at the present time in securing foreign exchange for the payment of imports into Venezuela. A few articles require an import licence, but their control is due to the desire of the government to protect certain local industries rather than to conserve supplies of foreign exchange. In effect, the market for foreign exchange is free.

The prevailing exchange rates during 1948 were as follows:

(In bolivars per U.S. dollar)	Buying	Selling
Petroleum exchange	3.09	3.35
Cocoa	4.25	3.35
Coffee: Washed	4.80	3.35
Unwashed	4.25	3.35
All other exchange (free rate)	3.32	3.35

The rate for petroleum drafts has remained uniform since 1938. The coffee rate was changed, after the elimination of export premiums on coffee and cacao from 3.09 in mid-1941 to 3.77; 4.44, in 1942; 4.30, in 1943; 4.49, in 1944; and 4.80, in 1945. The respective changes in the cacao rate were 3.09, 3.63, 4.00, 3.75, 3.94 and 4.25. These increases have been made in an effort to stimulate the national production of these commodities, which are of great importance to the livelihood of many Venezuelans.

Foreign Exchange (in U.S. \$1,000)

Year	Purchases from			Govt.	Sales by		Total	Exchange surplus or deficit
	Petroleum	Other	Total		Banks	Other		
1938	70,154	11,857	82,011	....	....	....	89,722	- 7,711
1939	78,071	10,377	88,448	....	....	....	87,123	+ 1,325
1940	66,850	8,504	75,354	11,300	67,942	....	79,242	- 3,888
1941	76,227	12,421	88,648	10,321	63,699	10,956	84,976	+ 3,672
1942	62,132	19,420	81,550	7,522	52,200	1,187	60,909	+ 20,641
1943	72,450	13,546	85,996	7,447	49,686	1,293	58,426	+ 27,570
1944	122,458	10,790	133,249	11,576	71,166	900	83,642	+ 49,602
1945	207,989	12,838	220,827	22,094	121,868	1,782	145,744	+ 75,083
1946	300,938	22,303	323,241	38,730	256,426	5,140	300,296	+ 22,945
1947	442,475	23,563	466,038	65,568	398,138	1,291	464,997	+ 1,041
1948†	559,183	24,763	584,524	74,484	402,157	1,523	477,974	+ 106,550

†Figures for 10 months.

The outstanding feature of the Venezuelan balance of payments position is the almost complete dependence of the country on the revenue derived from exports. As over 90 per cent of Venezuela's exports take the form of petroleum and petroleum products, the vulnerability of the country to changes in the market price for oil will be clearly seen.

The rapid increase in imports during the postwar years, much of which was in machinery of all types, is indicative of the effort that is being made to alter the economic structure of the country by increasing the productive facilities.

Australian Wool Exports Achieve Record, but Volume is Lower

Although one million fewer bales were exported in 1947-48 than in preceding year, value increased by £24 million—Larger returns attributable to higher prices—United Kingdom leading purchaser — Canada paid more dollars for smaller volume than in 1946-47.

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

(One Australian pound equals \$3.2240 Canadian)

SYDNEY.—Australia's wool exports for 1947-48 set a new record value of £150,232,000. This exceeded the 1946-47 total by more than £24,000,000, despite the fact that almost a million fewer bales were exported last year. United States purchases, down 60 per cent by volume as compared with those for 1946-47, accounted for the major part of the drop in the volume of wool exports. Due to higher prices for wool, the actual financial return from sales to the United States decreased by only £8,000,000. However, this decrease in dollar returns from the sale of Australian wool is causing considerable concern.

The United Kingdom was the largest purchaser of wool, taking 1,270,000 bales worth £52,800,000 as compared with 897,000 bales valued at £26,380,000 in the previous year. The next largest buyer was France, followed by the United States. Russia took 42,000 bales worth £2,853,000 in the first three months of 1948.

Canada paid more dollars for wool in 1947-48 than in the previous year, although shipments were smaller. Purchases totalled 68,398 bales worth £3,687,000 as compared with 86,327 bales costing £3,111,000 in 1946-47.

The existence of an international black market using Australian wool to obtain dollars has caused considerable concern. Wool has been purchased by continental buyers and then reshipped to the United States at much lower prices than buyers in that country would have had to pay at Australian sales. Estimated losses range from \$500,000 to \$750,000, but a government spokesman pointed out that many smaller buyers may have been undetected, so that the actual loss of dollars was unknown.

The Commonwealth Bank, under its foreign exchange control authority, now has the power to demand a guarantee that the wool bought will be manufactured within the country of purchase. The government considers that this will be sufficient to stop this undesirable loss of direct sales to the United States.

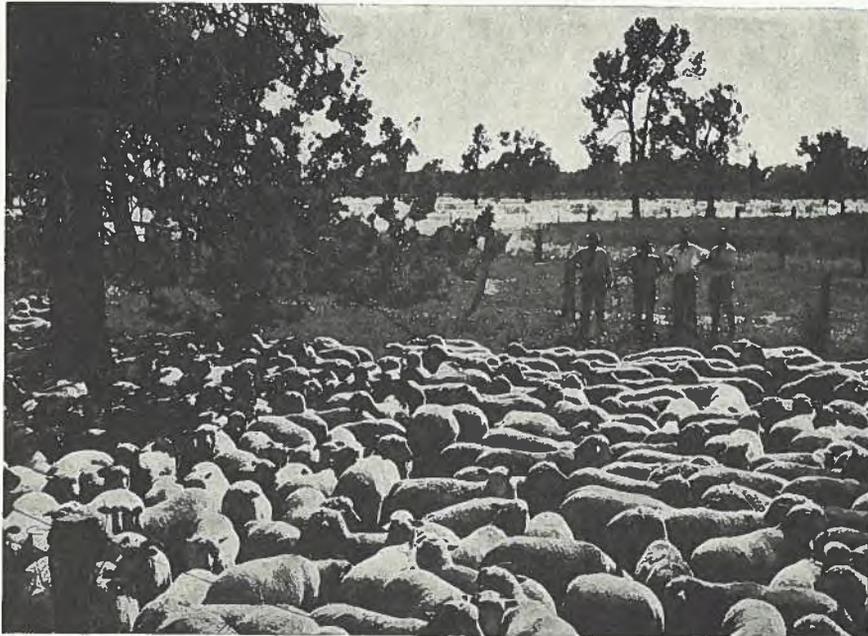
Details of the exports of Australian wool during 1947-48 as compared with 1946-47 have been made available by the Acting Commonwealth

Statistician. It should be noted that the following statement shows the actual shipment of wool during the periods shown and the details do not necessarily bear any relation to the sales of wool in Australia during the same periods.

Exports of Greasy Wool

Countries of destination:	1946-47		1947-48	
	Bales	£A'000 f.o.b.	Bales	£A'000 f.o.b.
United Kingdom	613,447	18,640	939,035	41,643
Canada	23,155	789	18,437	1,055
India	4,250	140	2,154	96
New Zealand	361	7	3,961	124
Other British countries	1,997	58	1,690	159
Belgium	526,130	13,322	330,696	13,066
China	306	9	113	6
Czechoslovakia	14,496	480	12,093	664
Denmark	14,040	382	2,901	133
France	598,161	15,344	494,104	19,433
Germany	2,408	92	64,866	3,919
Italy	351,172	10,225	125,927	6,507
Mexico	5,553	202	318	14
Netherlands	23,034	700	26,516	1,595
Norway	488	14	240	11
Poland	5,101	190	17,477	1,121
Portugal	11,332	362	9,218	472
Soviet Russia—				
Baltic and Northern Ports ...	.....	.....	11,347	807
Black Sea Ports .....	.....	.....	30,749	2,045
Spain	10,034	266	2,390	131
Sweden	46,360	1,476	15,340	838
Switzerland	23,373	819	10,616	455
Turkey	31,505	1,091	20,552	1,416
United States	1,024,166	31,788	401,692	23,443
Other foreign countries	13,626	434	14,105	748
Total	3,344,495	96,830	2,556,537	119,901

Australia—Wool exports established a new record of £A150,232,000 for the 1947-48 season, though a million fewer bales were actually shipped, the total number being 3,264,502.





Australia—Shearing sheep with steam-driven clippers. As the fleece is shorn, it falls in one, well-spread piece. A good shearer can handle 200 sheep in a day.

Exports of Wool, Scoured, Carbonized, Tops, Noils and Waste

Countries of destination:	1946-47		1947-48	
	Bales	£A'000 f.o.b.	Bales	£A'000 f.o.b.
United Kingdom	283,552	7,737	330,887	11,152
Canada	63,172	2,322	49,961	2,632
Eire	586	66	137	8
Hong Kong	3,151	328	5,651	632
India	11,355	644	17,130	858
New Zealand	1,077	78	653	81
Palestine	4,859	237	910	47
Other British countries	109	70	2,233	95
Belgium	88,235	2,841	62,366	2,501
China	30,566	2,247	17,683	1,503
Czechoslovakia	3,343	132	1,310	62
Denmark	10,953	432	10,944	582
Egypt	6,320	371	3,583	366
France	48,800	1,574	77,641	3,395
Greece	6,375	281	3,118	199
Italy	34,081	1,376	21,470	996
Mexico	14,249	684	1,534	154
Netherlands	16,450	626	11,322	488
Norway	3,552	143	4,168	196
Persian (Iran)	6,702	327	77	7
Portugal	7,931	390	1,651	95
Spain	523	18	906	33
Sweden	32,627	1,336	21,090	984
Switzerland	6,382	278	4,403	182
Turkey	16,821	708	5,483	294
United States	113,449	3,916	37,180	2,034
Other foreign countries	4,103	112	14,474	755
Total	819,323	29,274	707,965	30,331

Uruguay Plans Development of Its Valuable Fishery Resources

Fresh-water fish have not been exploited commercially to any extent—Numerous varieties of salt-water fish available—Industry carried on by both private enterprise and government-operated service—Codfish is most important type imported.

By R. E. Gravel, Assistant Commercial Secretary

BUENOS AIRES, September 15, 1948.—Despite huge potential fishing resources and a general liking for fish by Uruguayans, fish products constitute only a small part of the national diet of the inhabitants. Nevertheless, Uruguay is far from self-sufficient in fishery products. Only recently has there been any concerted interest displayed by both the people and the Government in the development of their fishery resources. The shrinkage in imports of fish during the Second World War was a determining factor in focussing attention on the development of the domestic fishing industry. Uruguayans are only now beginning to realize that the waters of the Atlantic and their lakes and rivers could become a source of great wealth.

The coastline of Uruguay extends for about 250 miles, and the main fishing area is located between Montevideo, the capital, and Punta del Este, some 150 miles to the east. The next major fishing area is the Uruguay river, the ports of Paysandú and Nueva Palmira being the principal centres for western Uruguay. In addition, a number of small rivers traverse the country in various directions, among them the Rio Negro, Rio Queguay, Rio Cebollati and the Rio Santa Lucia. Fish is also abundant in the estuary of the Rio de la Plata, due to the many sand banks.

Fresh-water Fish Not Exploited Commercially

Fresh-water fishing has been investigated extensively in the shallow lakes near the coast and in other lagoons of southeastern Uruguay, which are reported to be good areas for developing smelt (pejerrey) fisheries, the preferred fresh fish in the area. However, fresh-water fish is not yet exploited commercially to any great extent.

There are no trout or salmon in Uruguay, due to the waters of the streams being muddy. The most common lake and river fish is the corvina negra, which weigh from 20 to 50 pounds and even more. The flesh is poor in quality but it is substantial and, when dried and cured, will pass for cod. Dorados and tarariras abound in the large streams and up rivers, but they are a game fish rather than a commercial variety.

The chief fresh-water fish are the corvina negra (*Pogonias chromis*), the dorado (*Salminus platensis*), the mandubi (*Ageneiosus valenciennesis*), the pacú (*Myletes orbignyanus*), the sabalo (*Prochilodus platensis*) and the tararira (*Hoplias malabaricus*).

Many Varieties of Salt-water Fish Available

Nearly all the salt-water fish are caught close to shore, and the most common types are the following: the anchoa (*Pomatomus saltatrix*), the bonito (*sarda sarda*), the brotula (*Urophycis brasiliensis*), the burriqueta (*Ophioscion adustus*), the congrio (*Leptocephalus conger*), the criolla (*Pogonias chromis*), the corvina blanca (*Micropogon opercularis*), the lenguado (*Xystreuris notatus*), the lisa (*Mugil brasiliensis*), the merluza

(*Merluccius Gayi*), the mero (*Acantristius patagonicus*), the palometa (*Parona signata*), the pargo colorado (*Pargus pargus*), the pajerrey (*Meridia bonariensis*), the pescadilla (*Macrodon ancylodon*) and the sargo (*Diplodus argenteus*).

Among the better-known species are the corvina (croaker), which accounts for 78 per cent of the total catch, the pescadilla (sea trout) with 12 per cent of the catch, and the bagre (catfish) and the merluza (hake) with 1 per cent each. Other species are: the congrio (conger eel), the pejerrey, the menhaden, the mullet, the flounder, the bluefish, the shad and the shark. During the past season, 14,000 sharks were caught, and the liver oil, amounting to some 500 kilos, was sold locally for vitamins. In 1943 the total annual fish catch of Uruguay was reported to be 7,334,000 pounds.

The Government owns a seal rookery at Isla de Lobos, near Punta del Este. There are over 300,000 seals on the island, and the annual slaughter is approximately 7,000. These produce some 40,000 kilos of oil plus, of course, the skins. This business is under the control of S.O.Y.P. (Servicio Oceanografico y de Pesca), a government organization.

Adequate Statistics Not Available

Statistics of the fish catch and consumption and similar information are either unavailable or at best fragmentary. The only official statistics available on the fish catch in Uruguay are for the period 1937-41 and make no distinction between salt- and fresh-water fish.

The Uruguayan fish catch in 1937 amounted to 3,436,428 kilos, in 1938 to 3,461,254 kilos, in 1939 to 3,266,329 kilos, in 1940 to 2,918,053 kilos, and in 1941 to 2,963,752 kilos. It is estimated that the total catch is at present between 3.5 million and 4 million kilograms a year, or about 8 million pounds.

Government Participates in Fishing Industry

The fishing industry of Uruguay is divided between private enterprise and a competitive government-operated fishing service known as Servicio Oceanografico y de Pesca. The S.O.Y.P. operates off-shore from Montevideo and Punta del Este and accounts for approximately 40 per cent of the catch. This government organization owns a large steam trawler and several small craft. It has a warehouse for cleaning and storing fish, one ice factory, another factory for the preparation of fish meal and fish oil, and a canning plant. Production of canned fish was 148,000 pounds in 1942 and, with present equipment, maximum production might reach half a million pounds. The S.O.Y.P. is now being reorganized, and it is proposed to spend several million dollars on new equipment, such as cold-storage plants and more and better trawlers. The service is already experimenting in the production of dried and smoked fish and hopes in time to can fish for export.

Private fishermen, operating from Montevideo and Piriapolis, confine their activities to in-shore fishing and specialize in taking the common types such as the corvina and pescadilla. Fishing on the Uruguay river, from Paysandú and Nueva Palmira is also a private enterprise. In 1947 the total number of fishermen in Uruguay was estimated at 400.

Establishment of Cannery Proposed

A company has recently been incorporated with an authorized capital of 2.5 million pesos. It is now being organized and proposes setting up a large fish, meat and vegetable cannery. Fifty per cent of the capital is

reported to be owned by French interests with whom the company has a 20-year contract for the output of canned foodstuffs. It is reported that the French interests are sending out their own technicians.

Factors hindering production in Uruguay are: (1) most of the fish is caught by individual fishermen operating on a small scale; (2) the number of large-scale producing units is insufficient; (3) there is a general shortage of all types of fishing gear, particularly boats and tackle needed for deep-sea fishing. However, it is expected these last two factors will be largely eliminated by the new government subsidy to S.O.Y.P. and by the establishment of the new large-scale producing unit mentioned above.

Codfish is Most Important Type Imported

The population of Uruguay is roughly equivalent to that of the Canadian Prairie Provinces, but its composition is far more homogeneous. The greater part of the population is of Spanish and Italian descent and, prices and quality being equal, the preference will always be for canned fish produced in the mother countries.

It is difficult to supply postwar figures of imports of canned fish because, since 1940, all except cod have been included in the official statistics under "preserves in general". However, this data is sometimes shown in the foreign trade figures of countries of origin.

Codfish is the most important variety of fish imported into Uruguay, and Norway is the leading supplier. Only the highest grade is imported.

Uruguayan Imports of Cod and Similar Fish

Year	Norway	Great Britain	Argentina	Germany	Others	Total
		Figures in kilograms of 2·2 pounds				
1937	338,964	19,983	5,400	16,580	16,975	397,902
1938	289,053	148,750	....	....	47,690	485,493
1939	399,596	98,967	....	11,605	1,930	513,098
1946	235,896	....	16,125	....	3,289	255,310
1947	243,227	....	4,000	....	14,450	261,677
1948*	149,253	6,750	....	....	....	156,003

*First six months of the year.

The following prewar import figures of sardines, anchovies and herrings give some indication of the present trade, which is about the same as regards volume and countries of origin.

Uruguayan Imports of Sardines in Oil

Year	Spain	France	Norway	Denmark	U.K.	S. Africa	Others	Total
	Figures in kilograms of 2·2 pounds							
1937	183,103	7,628	450	....	375	4,167	7,885	203,608
1938	104,370	43,646	31,127	730	3,229	24,116	2,204	209,422
1939	47,716	77,205	28,635	3,781	4,149	....	9,702	200,512

A fair demand exists for sardines in oil, the principal suppliers being Spain, France and Norway. Pressed sardines are also imported from Portugal and to a lesser extent from Spain. Total imports of pressed sardines in 1937 amounted to 26,726 kilos, in 1938 to 19,960 kilos and in 1939 to 4,804 kilos.

During the 1937-39 period, imports of dried herrings totalled 5,112 kilos and came from Norway. During the same period, imports of oysters and lobsters amounted to 9,709 kilos, the United Kingdom being the principal supplier.

According to Canadian statistics, exports of fish from Canada to Uruguay during the last twenty years totalled less than \$25,000. This amount comprises almost entirely shipments of dried codfish during the years 1941-42.

Uruguayan Imports of Anchovies

	1937	1938	1939
	Figures in kilograms		
Spain:			
In oil	9,567	7,542	10,155
In barrels	1,920	7,315	43,200
In brine	3,600	4,233	13,601
Portugal:			
In oil .....	.....	.....	.....
In barrels	40,000	11,970	.....
In brine	8,510	4,604	.....
Argentina:			
In barrels .....	.....	.....	10,070
In brine .....	.....	43,571	31,017
Others:			
In oil	410	3,770	7,870
In barrels .....	.....	10,512	927
In brine .....	.....	187	1,715

Australia Proposes to Operate Shipping Fleet

Sydney.—(FTS)—Australia proposes to set up a shipping commission to operate a fleet of 40 vessels for overseas and interstate trade. The Government owned a line after the first World War, but subsequently sold it to private companies.

Tenders Invited for Irrigation Channel in Australia

The State of Victoria, in Australia, is seeking tenders for the construction of eight miles of irrigation channel in the Goulbourn Valley of north-eastern Victoria, a job which calls for heavy earth-moving equipment. Any Canadian firm which desires to tender should communicate direct with the Chief Clerk of the State Rivers and Water Supply Commission, 100 Exhibition Street, Melbourne, Australia, for full specifications and particulars. Closing date in Melbourne for tenders is June 30, 1949.

New Zealand Invites Tenders for Electric Travelling Gantry Crane

The New Zealand Ministry of Works invite tenders for the supply of a 100-ton electric travelling gantry crane to operate on the dam of the Hydro-Electric Power Development at Maraetai. Interested Canadian firms may obtain sets of specifications and other details relative to this tender by writing the Department of Trade and Commerce, Ottawa, quoting file 29048. Tenders close with the Secretary, Tenders Board, Ministry of Works, Wellington, New Zealand, at 4 p.m. on April 26, 1949.

Great Britain's Coal Exports Exceed Target

London, January 5, 1949.—(FTS)—Great Britain's coal industry exceeded its export target for 1948, but failed to reach its overall objective by more than 2,500,000 tons. The total production is provisionally estimated at 208,418,500 tons, comprising 196,689,200 tons of deep-mined coal (3,310,800 tons below the target) and 11,729,300 tons of open cast (729,300 tons above the target). Total production, however, exceeded that for 1947 by 11,673,000 tons, an increase of 5.93 per cent.

As regards exports, the National Coal Board estimate that the target, including bunkers, of 15 to 16 million tons, was passed in 1948. The result, however, was achieved at the expense of stocks and was partly due to a fall in domestic consumption.

British Drug May Revolutionize Cattle Industry in Africa by Immunization

London, December 30, 1948.—(FTS)—Antrycide, a new drug, can be used to immunize cattle from sleeping sickness, and is expected to open up commercial possibilities. Cattle raising in tropical Africa should become a practical possibility with the discovery of this new drug. It cures what is known in cattle as trypanosomiasis, the disease that attacks human beings as sleeping sickness.

Trials in East Africa and the Sudan have proved that a single treatment will cure the two worst forms of the disease borne by the tsetse fly. The administration of the drug is simple, and the presence of skilled veterinarians is not necessary. After instruction, any African cattle-owner will be able to cure his sick beasts and safeguard his healthy ones from infection.

The Colonial Office reports that supplies of the new drug will at first be limited. Its use in the initial stages will be confined to Government Veterinary Departments. The first to be supplied will be the Governments of Kenya, Uganda and the Sudan. Next in priority will come field trials under natural conditions in West Africa, where the entire area of Gambia, the Gold Coast, Sierra Leone and four-fifths of Nigeria are unsafe for man and cattle.

The drug will eventually add to world meat supplies the production of an area which is four times the size of Argentina.

The development of antrycide has entailed four years work in the United Kingdom and Africa by one of the largest chemical manufacturers.

South Africa—Afrikander cattle in Natal, where efforts are being made to improve the herds. Cattle raising in tropical Africa should become a practical possibility with the announcement in Great Britain of a new drug, Antrycide, which can be used to immunize cattle from sleeping sickness. Trials in East Africa and the Sudan have proved that a single treatment will cure the two worst forms of the disease borne by the tsetse fly.



Canadian Imports, by Areas

Country	November			January—November		
	1938	1947	1948	1938	1947	1948
COMMONWEALTH COUNTRIES						
(Millions of Dollars)						
United Kingdom and Europe.....	11.0	17.8	28.3	112.3	169.2	274.9
America.....	1.8	3.0	4.7	21.6	39.0	50.4
Africa.....	0.8	1.8	2.1	4.2	19.1	28.2
Asia.....	2.5	8.6	6.3	21.7	66.2	68.7
Oceania.....	1.8	1.9	6.7	15.1	26.2	41.4
Total Commonwealth Countries..	18.0	33.2	48.2	174.9	319.7	463.6
FOREIGN COUNTRIES						
United States and Possessions.....	37.7	174.5	163.8	395.8	1,834.5	1,649.9
Latin America.....	1.6	14.2	16.6	15.4	147.6	204.4
Europe.....	4.9	4.9	7.7	37.6	54.2	58.6
Other Foreign.....	1.1	2.3	1.8	9.6	23.8	28.6
Total Foreign Countries.....	45.3	195.9	190.0	458.3	2,060.1	1,941.4
TOTAL IMPORTS FOR CONSUMPTION..	63.3	229.1	238.2	633.2	2,379.8	2,405.0

Canadian Imports, by Countries

Country	November			January—November		
	1938	1947	1948	1938	1947	1948
COMMONWEALTH COUNTRIES						
(Thousands of Dollars)						
Europe:						
United Kingdom.....	11,027	17,846	28,319	112,260	169,115	274,869
Ireland.....	3	.....	4	26	72	75
Gibraltar.....	.....	.....	.....	.....	.....	.....
Malta.....	.....	.....	4	2	12	4
Total Europe.....	11,030	17,846	28,327	112,288	169,199	274,948
America:						
Newfoundland.....	195	639	1,821	2,127	9,031	10,298
Bermuda.....	2	10	11	67	54	112
Barbados.....	274	254	461	2,041	7,656	6,181
Jamaica.....	311	314	689	6,033	5,483	9,101
Trinidad and Tobago.....	98	136	245	2,302	5,210	8,990
Bahamas.....	.....	26	36	.....	521	441
Leeward and Windward Islands.....	135	12	29	2,275	172	294
British Honduras.....	3	29	.....	69	537	638
British Guiana.....	824	1,591	1,425	6,664	10,380	14,327
Falkland Islands.....	.....	.....	.....	.....	.....	.....
Total America.....	1,842	3,011	4,717	21,578	39,044	50,382
Africa:						
Northern Rhodesia.....	.....	6	4	.....	27	15
Union of South Africa.....	656	819	911	1,511	3,814	3,522
Other British South Africa.....	.....	.....	.....	.....	.....	.....
Southern Rhodesia.....	1	13	74	3	174	482
Gambia.....	.....	.....	.....	.....	.....	.....
Gold Coast.....	.....	150	594	628	6,486	9,749

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

Canadian Imports, by Countries—Continued

Country	November			January-November		
	1938	1947	1948	1938	1947	1948
COMMONWEALTH COUNTRIES—CONC.						
(Thousands of Dollars)						
Africa—Con.						
Nigeria.....		2		362	2,149	4,939
Sierra Leone.....				11	16	5
Other British West Africa.....						
British Sudan.....	3		16	27	20	34
British East Africa.....	100	832	526	1,640	6,389	9,491
Total Africa.....	760	1,822	2,125	4,182	19,075	28,237
Asia:						
India.....	823	5,932	2,721	7,571	39,957	31,269
Pakistan.....			20			1,171
Burma*.....	4			268	3	
Ceylon.....	338	1,018	949	3,386	10,390	10,353
Aden.....	1		979	9		3,825
Singapore and Malaya.....	1,285	1,647	1,606	9,556	14,969	20,300
Other British East Indies.....	7			123	1	52
Hong Kong.....	64	39	56	708	823	1,664
Palestine.....	1	1	3	129	31	32
Total Asia.....	2,523	8,637	6,334	21,750	66,174	68,666
Oceania:						
Australia.....	1,162	586	2,852	8,376	12,997	22,850
New Zealand.....	366	693	2,562	4,435	10,122	11,388
Fiji.....	287	604	1,273	2,232	3,088	7,119
Other Oceania.....				16		
Total Oceania.....	1,815	1,883	6,687	15,059	26,207	41,357
TOTAL COMMONWEALTH COUNTRIES	17,970	33,202	48,191	174,858	319,701	463,591
FOREIGN COUNTRIES						
United States and Possessions:						
United States.....	37,651	174,388	163,465	395,543	1,833,016	1,646,409
Alaska.....	11	106	32	79	696	1,171
American Virgin Islands.....		1	12		11	36
Guam.....						
Hawaii.....	10	7	222	139	584	762
Puerto Rico.....		29	95	6	204	1,476
Total United States and Possessions.....	37,672	174,531	163,826	395,767	1,834,511	1,649,854
Latin America:						
Argentina.....	209	1,066	78	2,086	17,669	5,505
Bolivia.....				8	8	
Brazil.....	81	1,715	1,924	717	12,924	18,741
Chile.....		1	24	134	312	326
Colombia.....	1,010	862	670	6,750	8,555	7,598
Costa Rica.....	6	30	194	75	607	3,046
Cuba.....	29	2,928	2,124	405	22,513	19,295
Dominican Republic.....	2	19	16	26	175	841
Ecuador.....	3	555	478	80	8,808	7,510
Guatemala.....		31	17	62	224	151
Haiti.....	1	288	410	38	6,712	5,673
Honduras.....	7	1,631	1,462	553	14,627	26,045
Mexico.....		16			87	171
Nicaragua.....	1	39	303	16	2,084	1,205
Panama.....	2			59	222	221
Paraguay.....	144	26	1,177	2,855	370	1,812
Peru.....	1	45	35	16	1,293	1,148
Salvador.....		351	1,161		7,478	16,873
Uruguay.....	30		36	132	310	705
Venezuela.....	95	4,565	6,470	1,421	42,585	87,506
Total Latin America.....	1,621	14,168	16,579	15,433	147,563	204,372

*See Foreign Countries from January 1, 1948.

Canadian Imports, by Countries—Concluded

Country	November			January-November		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
FOREIGN COUNTRIES—Concluded						
Europe:						
Albania.....				2		
Austria.....		5	15	83	82	269
Belgium.....	850	688	1,553	5,724	9,784	11,786
Bulgaria.....						
Czechoslovakia.....	87	338	537	2,473	3,478	4,393
Denmark.....	27	37	335	165	1,114	2,336
Estonia.....	1			19		4
Finland.....	6	6	1	64	29	30
France.....	704	919	1,624	5,632	8,067	11,595
Germany.....	1,444	1	531	9,483	484	1,605
Greece.....	6	8	6	27	87	139
Hungary.....	8	5	8	149	50	99
Iceland.....	2	3	5	3	30	40
Italy.....	445	437	1,084	2,437	3,593	6,599
Latvia.....	3		1	14		1
Lithuania.....						1
Netherlands.....	599	335	395	3,538	3,392	5,277
Norway.....	76	118	189	681	4,966	1,042
Poland.....	41		3	241	3	20
Portugal.....	33	205	160	244	1,341	1,115
Azores and Madeira.....	25	25	59	164	621	350
Roumania.....	13		5	38	1	19
Soviet Union.....	1	4		252	181	4
Spain.....	89	276	306	747	2,717	2,378
Sweden.....	184	445	231	2,025	2,914	2,527
Switzerland.....	289	1,064	694	3,295	11,259	6,935
Yugoslavia.....	9	1		50	23	4
Total Europe.....	4,942	4,920	7,742	37,550	54,216	58,568
Other Foreign Countries:						
Abyssinia.....			1	2	9	32
Afghanistan.....						
Belgian Congo.....		193		1	779	1,620
Burma*.....						6
China.....	247	51	118	2,288	2,218	3,766
Greenland.....				512		
Egypt.....	110	1	4	530	204	1,481
French Africa.....	4		101	60	252	112
French East Indies.....			5	210	1	9
French Guiana.....						
French Oceania.....		15		1	18	
French West Indies.....					19	51
Madagascar.....				34	18	25
St. Pierre and Miquelon.....	1	1		10	12	8
Iraq.....	113	19	12	195	847	799
Tripoli.....						
Other Italian Africa.....		3			3	
Japan.....	342	27	601	4,171	157	1,992
Korea.....				1		
Liberia.....	8	7		29	25	7
Morocco.....	1		18	67	35	332
Indonesia.....	166	43	469	735	181	2,245
Netherlands Guiana.....		118	63		494	830
Netherlands Antilles.....		1,576	2		7,564	6,809
Iran.....	16	2	225	72	299	954
Philippine Islands.....	18	4	70	375	7,604	6,359
Portuguese Africa.....		9		1	375	77
Portuguese Asia.....				1		
Siam.....		1		10	28	79
Canary Islands.....	1			13	2	6
Spanish Africa.....						
Syria.....		4	4	12	27	26
Turkey.....	69	200	144	226	2,629	943
Total Other Foreign.....	1,096	2,274	1,837	9,556	23,800	28,568
TOTAL FOREIGN COUNTRIES.....	45,334	195,894	189,981	458,307	2,060,089	1,941,362
TOTAL IMPORTS.....	63,304	229,096	238,172	633,165	2,379,790	2,404,953

*See British Countries prior to 1948.

Trade and Tariff Regulations

British Guiana Permits Importation of Leather Footwear

Port-of-Spain, January 11, 1949.—(FTS)—The Controller of Supplies and Prices, British Guiana, notified quota holders on January 8, 1949, that allocations for the importation of limited quantities of low priced leather footwear, not obtainable from the United Kingdom and her colonies, for the first half year are being based on values. Importers may, therefore, purchase any number of shoes within the maximum permitted, provided they do not exceed a price of \$3.50 per pair, f.o.b.

Greece Receives ECA Authorization to Purchase Goods

Washington, January 12, 1949.—(FTS)—Greece has been authorized by the Economic Co-operation Administration to procure from any source during the current calendar year goods to the value of \$2,500,000. This should afford Canadian exporters an opportunity of concluding negotiations with Greece.

Import Quotas and Quota Periods Announced by Ireland

Dublin, December 21, 1948.—(FTS)—Further quotas and quota periods have been announced by the Government of Ireland, as follows:

Rubber-proofed Clothing—6,000 articles; this amount is identical with that for the previous six months.

Ladies' Hats, Caps, Hoods and Shapes (under 14s. 11d. each)—80,000 articles; previous quota unchanged.

The period announced covering the above quotas extends from January 1, 1949, to June 30, 1949.

Completely or Substantially Assembled Motor Car Chassis, with bodies or body shells attached: 120 articles.

Completely or Substantially Assembled Motor Car Chassis, without a body or body shell attached: 60 articles.

Completely or Substantially Assembled Motor Car bodies or motor car body shells imported otherwise than attached to chassis: 60 articles.

Certain Motor Car Body Parts—10 articles.

The quota period fixed for the four items relating to motor cars and parts extends from January 1, 1949, to December 31, 1949, and the new amounts announced are the same in all cases as those for a similar previous period.

Certain Heeled Rubber Footwear—10,000 articles for the period February 1, 1949, to July 31, 1949; this is similar to that fixed for the previous six months.

Netherlands Antilles Relaxes Import Restrictions

Caracas, January 3, 1949.—(FTS)—Effective October 28, 1948, merchants in the Netherlands Antilles who are registered with the Chamber of Commerce no longer require import licences for their imports from North, Central and South America of the following items:

Food and beverages, cigarettes, pipe tobacco, drapery goods, clothing, shoes, leather, wooden-soled sandals, medicines, druggists' wares, cleaning articles, toiletries, matches, books, magazines, stationery, paper, flowers, cattle and chicken feed, earthenware, kitchen utensils, mattresses, pillows,

Trade and Tariff Regulations—*Concluded*

incandescent lamps, tires for automobiles and bicycles, accessories for automobiles, batteries, roofing material, ferro-concrete, iron wire, tubes, pipes and accessories, construction sheets, Portland cement, doors, locks, bolts and padlocks, timber, wire netting, window glass, artificial fertilizers, and straw for hats.

However, the goods listed above will still require to be cleared by the Foreign Exchange Control Board on their arrival in the Netherlands Antilles.

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 offices 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.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.

Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
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.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.

C. S. Bissett, Canadian Government Trade Commissioner in Caracas, Venezuela, has returned home on leave, and commenced a tour of Canada on December 10.

Montreal—January 24-February 5.

Ottawa—February 7-12.

G. A. Browne, Acting Canadian Government Trade Commissioner in Karachi, returned home on leave last month, and commenced a tour of Canada in Vancouver on January 21. Mr. Browne opened Canada's trade office in Karachi in September, 1947.

Vancouver—January 21-27.
Victoria—January 28.
Calgary—February 4.
Regina—February 5.
Winnipeg—February 7.
Toronto—February 9-16.
Hamilton—February 17.

St. Catharines—February 18.
Welland—February 19.
Brantford—February 21.
Kitchener—February 22.
Ottawa—February 23-24.
Montreal—March 21-April 2.
Quebec City—April 4-5.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading dates and name of ship are not indicated in some instances, as information available is not sufficiently definite. The name of the operator is given, however, and exporters should seek further details from the operator or agent concerned. Ships loading within ten days of the publication date of this issue are not included, excepting those bound for Newfoundland ports.

Departures from Halifax

*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East Lourenço Marques...	February 21-28	<i>Nanaimo County</i>	March Shipping
Africa-South Cape Town..... Port Elizabeth..... East London..... Durban.....	February 21-28	<i>Nanaimo County</i>	March Shipping
Argentina— Buenos Aires..... Buenos Aires.....	February 9-13 February 18-23	<i>Bowplate</i> <i>Brazilian Prince</i>	Cunard Donaldson Furness Withy
Belgium— Antwerp.....	February 9	<i>Prins Alexander</i>	Shipping Limited
Brazil— Rio de Janeiro..... Santos.....	February 9-13 February 18-23	<i>Bowplate</i> <i>Brazilian Prince</i>	Cunard Donaldson Furness Withy
Celebes— Macassar.....	February 18-22	<i>Adrastus</i>	Cunard Donaldson
Ceylon— Colombo.....	February 15-25	<i>Cliffside</i>	March Shipping
China— Shanghai..... Shanghai..... Shanghai.....	Jan. 24-Feb. 2 February 5-7 February 15-25	<i>Bayside</i> <i>Agamemnon</i> <i>Cliffside</i>	March Shipping Cunard Donaldson March Shipping
Cuba— Santiago.....	February 11-14	<i>Dufferin Bell</i>	Pickford and Black
Dominican Republic— Ciudad Trujillo.....	February 11-14	<i>Dufferin Bell</i>	Pickford and Black
Egypt— Alexandria.....	Jan. 24-Feb. 2	<i>Bayside</i>	March Shipping
France— Le Havre.....	February 9	<i>Prins Alexander</i>	Shipping Limited
Germany— Hamburg.....	February 9	<i>Prins Alexander</i>	Shipping Limited

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Haiti— Port au Prince	February 11-14	<i>Dufferin Bell</i>	Pickford and Black
Hong Kong	{ February 5-7 February 15-25	<i>Agamemnon</i> <i>Cliffside</i>	Cunard Donaldson March Shipping
India and Pakistan— Bombay Madras Calcutta	{ Jan. 24-Feb. 2 February 15-25	<i>Bayside</i> <i>Cliffside</i>	March Shipping March Shipping
Malaya— Penang Port Swettenham	{ February 6-11 February 18-22	<i>Allegheny Victory</i> <i>Adrastus</i>	Isthmian Steamships Cunard Donaldson
Netherlands— Amsterdam Rotterdam	{ February 9	<i>Prins Alexander</i>	Shipping Limited
Netherlands East Indies— Batavia Soerabaya Belawan-Deli	{ February 6-11	<i>Allegheny Victory</i>	Isthmian Steamships
Batavia Cheribon Soerabaya Samarang	{ February 18-22	<i>Adrastus</i>	Cunard Donaldson
Newfoundland— St. John's St. John's	{ January 23-25 January 25-28 January 25-28 January 26 January 28-31 Jan. 31-Feb. 3 February 1-4 February 4 February 4-7 February 6-8 February 7-10 February 9-12 February 10-13 February 14 February 19-22 February 23 February 24-26 March 2-5	<i>Blue Seal</i> <i>Blue Seal</i> <i>Wellington Kent</i> <i>Island Connector</i> <i>Fort Townshend</i> <i>Keltic</i> <i>Wellington Kent</i> <i>Island Connector</i> <i>Fort Amherst</i> <i>Blue Seal</i> <i>Newfoundland (r)</i> <i>Keltic</i> <i>Wellington Kent</i> <i>Island Connector</i> <i>Keltic</i> <i>Island Connector</i> <i>Nova Scotia (r)</i> <i>Keltic</i>	Montreal Shipping Montreal Shipping Newfoundland Canada Clarke Steamships Furness Withy Shaw Steamships Newfoundland Canada Clarke Steamships Furness Withy Montreal Shipping Furness Withy Shaw Steamships Newfoundland Canada Clarke Steamships Shaw Steamships Clarke Steamships Furness Withy Shaw Steamships
Philippines— Manila	February 5-7	<i>Agamemnon</i>	Cunard Donaldson
Saudi Arabia— Jeddah	February 6-11	<i>Allegheny Victory</i>	Isthmian Steamships
St. Pierre-Miquelon	{ January 23-25 Jan. 31-Feb. 3 February 6-8 February 9-12 February 19-22 March 2-5	<i>Blue Seal</i> <i>Keltic</i> <i>Blue Seal</i> <i>Keltic</i> <i>Keltic</i> <i>Keltic</i>	Montreal Shipping Shaw Steamships Montreal Shipping Shaw Steamships Shaw Steamships Shaw Steamships
Singapore	{ Jan. 24-Feb. 2 February 6-11 February 18-22	<i>Bayside</i> <i>Allegheny Victory</i> <i>Adrastus</i>	March Shipping Isthmian Steamships Cunard Donaldson
United Kingdom— Avonmouth Swansea	{ February 10-16	<i>Montreal City</i>	Furness Withy
Liverpool Liverpool Liverpool	{ February 4-9 February 7-10 February 24-26	<i>Ascania (r)</i> <i>Newfoundland (r)</i> <i>Nova Scotia (r)</i>	Cunard Donaldson Furness Withy Furness Withy
London	February 20-24	<i>Samaria (r)</i>	Cunard Donaldson

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Uruguay—			
Montevideo	February 9-13	<i>Bowplate</i>	Cunard Donaldson
Montevideo	February 18-23	<i>Brazilian Prince</i>	Furness Withy
West Indies—			
Jamaica	February 11-14	<i>Dufferin Bell</i>	Pickford and Black
Jamaica	February 14	<i>Canadian Cruiser</i>	Canadian National
Bahamas	February 28	<i>Canadian Challenger</i>	Canadian National
Antigua			
Barbados			
Bermuda	Jan. 25-Feb. 2	* <i>Lady Rodney</i> (r)	Canadian National
British Guiana	Jan. 25-Feb. 3	<i>Alcoa Planter</i>	Alcoa Steamships
Dominica	February 8-16	<i>Canadian Constructor</i> (r)	Canadian National
Grenada	February 8-17	<i>Alcoa Partner</i>	Alcoa Steamships
Montserrat	Feb. 22-Mar. 3	<i>A Ship</i>	Alcoa Steamships
St. Kitts	March 8-17	<i>A Ship</i>	Alcoa Steamships
St. Lucia	March 22-31	<i>A Ship</i>	Alcoa Steamships
St. Vincent			
Trinidad			

Departures from Saint John

*Sails from Halifax a few days earlier.

†Calls at Halifax a few days later. (r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques ..	February 1-12	<i>Ramilies</i>	Elder Dempster
Lourenço Marques ..	March 1-12	<i>Cargill</i>	Elder Dempster
Lourenço Marques. } Beira	March 3-10	<i>Thorscape</i>	Kerr Steamships
Mombasa			
Lourenço Marques. } Beira	February 15-26 March 15-26	<i>A Ship</i> <i>Grelrosa</i>	Elder Dempster Elder Dempster
Africa-South—			
Cape Town	February 1-2	<i>Ramilies</i>	Elder Dempster
Port Elizabeth	February 15-26	<i>A Ship</i>	Elder Dempster
East London	March 1-12	<i>Cargill</i>	Elder Dempster
Durban	March 3-10	<i>Thorscape</i>	Kerr Steamships
	March 15-26	<i>Grelrosa</i>	Elder Dempster
Australia—			
Brisbane	Late February	<i>Port Halifax</i>	Montreal Australia New Zealand Line
Sydney			
Melbourne			
Adelaide			
Belgium—			
Antwerp	February 10-15	<i>Beaver Glen</i> (r)	Canadian Pacific
Antwerp	February 10-18	<i>Brant County</i>	Canada Steamships
Antwerp	February 15-20	<i>Pont Audemer</i>	Furness Withy
Antwerp	February 15-22	<i>Mont Alta</i>	Montreal Shipping
Antwerp	February 18-26	<i>Beckenham</i>	Cunard Donaldson
Antwerp	February 19	<i>Prins Johan Willem</i>	Shipping Limited
		<i>Friso</i>	
Antwerp	March 5	<i>Hedel</i>	Shipping Limited
Canal Zone—			
Cristobal	February 26	* <i>Apollo</i> (r)	Saguenay Terminals
Ceylon—			
Colombo	January 20-30	<i>City of Carlisle</i>	McLean Kennedy
Colombo	February 10-20	<i>Cerinthus</i>	McLean Kennedy
Colombo	February 20-28	<i>Daghestan</i>	McLean Kennedy

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Colombia—			
Barranquilla.....	February 10	* <i>Benny</i> (r)	Saguenay Terminals
Barranquilla.....	February 10-12	* <i>Polykarp</i>	Swedish American
Cuba—			
Santiago.....	February 1-2	* <i>Tunaholm</i>	Swedish American
Havana.....			
Dominican Republic—			
Ciudad Trujillo.....	February 10	* <i>Benny</i> (r)	Saguenay Terminals
Ciudad Trujillo.....	February 26	* <i>Apollo</i> (r)	Saguenay Terminals
France—			
Marseilles.....	February 4-8	<i>Capo Vita</i>	Furness Withy
Marseilles.....	February 25-29	<i>Capo Arma</i>	Furness Withy
Le Havre.....	February 10-18	<i>Brant County</i>	Canada Steamships
Le Havre.....	February 15-20	<i>Pont Audemer</i>	Furness Withy
Le Havre.....	February 19	<i>Prins Johan Willem</i>	Shipping Limited
		<i>Friso</i>	
Le Havre.....	March 5	<i>Hedel</i>	Shipping Limited
Germany—			
Hamburg.....	February 15-22	<i>Mont Alla</i>	Montreal Shipping
Hamburg.....	February 18-26	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	February 19	<i>Prins Johan Willem</i>	Shipping Limited
		<i>Friso</i>	
Hamburg.....	March 5	<i>Hedel</i>	Shipping Limited
Greece—			
Piraeus.....	February 9-16	<i>Mont Gaspe</i>	Montreal Shipping
Guatemala—			
Puerto Barrios.....	February 26	* <i>Apollo</i> (r)	Saguenay Terminals
Haiti—			
Port au Prince.....	February 10	* <i>Benny</i> (r)	Saguenay Terminals
India and Pakistan—			
Karachi.....	January 20-30 February 10-20 February 20-28	<i>City of Carlisle</i> <i>Cerinthus</i> <i>Daghestan</i>	McLean Kennedy McLean Kennedy McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Cochin.....			
Chittagong.....			
Ireland—			
Dublin.....	February 7-11	<i>Lord O'Neill</i>	McLean Kennedy
Dublin.....	February 5	<i>Irish Larch</i>	Shipping Limited
Cork.....			
Italy—			
Genoa.....	February 9-16	<i>Mont Gaspe</i>	Montreal Shipping
Naples.....			
West Coast Ports...	February 4-8	<i>Capo Vita</i>	Furness Withy
	February 25-29	<i>Capo Arma</i>	Furness Withy
Mediterranean—			
Central and Western Areas.....	February 9-16	<i>Mont Gaspe</i>	Montreal Shipping
Mexico—			
Veracruz.....	February 1-2	* <i>Tunaholm</i>	Swedish American
Netherlands—			
Rotterdam.....	February 15-22	<i>Mont Alla</i>	Montreal Shipping
	February 10-18 February 18-26	<i>Brant County</i> <i>Beckenham</i>	Canada Steamships Cunard Donaldson
Rotterdam.....			
Amsterdam.....	February 19	<i>Prins Johan Willem</i>	Shipping Limited
		<i>Friso</i>	
	March 5	<i>Hedel</i>	Shipping Limited
Netherlands West Indies—			
Curaçao.....	February 10-12	* <i>Polykarp</i>	Swedish American
Curaçao.....	February 26	* <i>Apollo</i> (r)	Saguenay Terminals

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland.....	Mid-March	<i>Stafford</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	Jan. 31–Feb. 4	<i>Ramore Head</i>	McLean Kennedy
Belfast.....	February 15–19	<i>Fanad Head</i>	McLean Kennedy
Portugal—			
Lisbon.....	February 9–16	<i>Mont Gaspe</i>	Montreal Shipping
Puerto Rico—			
San Juan.....	February 10–12	* <i>Polykarp</i>	Swedish American
United Kingdom—			
Avonmouth.....	February 1–8	<i>Norwegian (r)</i>	Cunard Donaldson
Swansea.....	February 16–23	<i>Delilian</i>	Cunard Donaldson
Glasgow.....	Jan. 26–Feb. 3	<i>Lismoria (r)</i>	Cunard Donaldson
Glasgow.....	February 10–17	<i>Moveria (r)</i>	Cunard Donaldson
Hull.....	February 11–15	<i>Bassano (r)</i>	McLean Kennedy
Hull.....	February 21–25	<i>Cousuelo (r)</i>	McLean Kennedy
Liverpool.....	Jan. 28–Feb. 4	<i>Asia (r)</i>	Cunard Donaldson
Liverpool.....	Jan. 31–Feb. 4	<i>Ramore Head</i>	McLean Kennedy
Liverpool.....	February 1–2	† <i>Empress of France (r)</i>	Canadian Pacific
Liverpool.....	February 7–11	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	February 15–16	† <i>Empress of Canada (r)</i>	Canadian Pacific
Liverpool.....	February 15–19	<i>Fannad Head</i>	McLean Kennedy
Liverpool.....	Feb. 23–Mar. 2	<i>Sibley Park</i>	Cunard Donaldson
London.....	February 10–15	† <i>Beaver Glen</i>	Canadian Pacific
London.....	February 13–19	† <i>Beaver Cove</i>	Canadian Pacific
London.....	February 14–21	<i>Fort Musquarro</i>	Cunard Donaldson
Manchester.....	February 2–5	<i>Manchester Trader (r)</i>	Furness Withy
Manchester.....	February 9–12	<i>Manchester Port (r)</i>	Furness Withy
Manchester.....	February 16–19	<i>Manchester Shipper (r)</i>	Furness Withy
Leith.....	Jan. 29–Feb. 4	<i>Cairnavon</i>	Furness Withy
Newcastle.....	February 14–21	<i>Cairnesk</i>	Furness Withy
Venezuela—			
La Guaira.....	February 10	* <i>Benny (r)</i>	Saguenay Terminals
Puerto Cabello.....	February 10–12	* <i>Polykarp</i>	Swedish American
Maracaibo.....			
La Guaira.....	February 26	* <i>Apollo (r)</i>	Saguenay Terminals
Maracaibo.....			
West Indies—			
Jamaica.....	February 1–2	* <i>Tunaholm</i>	Swedish American

Departures from Vancouver

Ships listed under "Departure 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.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	February	<i>Silvermaple</i>	Dingwall Cotts
Lourenço Marques..	February 27	<i>Japara</i>	Dingwall Cotts
Lourenço Marques..	March	<i>Silverteak</i>	Dingwall Cotts
Lourenço Marques..	April	<i>Silversandal</i>	Dingwall Cotts

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	February	<i>Silvermaple</i>	Dingwall Cotts
Port Elizabeth.....	March	<i>Silverteak</i>	Dingwall Cotts
East London.....	April	<i>Silversandal</i>	Dingwall Cotts
Durban.....			
Argentina—			
Buenos Aires.....	February 21	<i>Falkanger</i>	Empire Shipping
Australia—			
Sydney.....	February 12	<i>Mongabarra</i>	Empire Shipping
Melbourne.....	March	<i>Barrandura</i>	Empire Shipping
Adelaide.....			
Belgium—			
Antwerp.....	February 15	<i>Pont Leveque</i>	Empire Shipping
Brazil—			
Rio de Janeiro.....	February 21	<i>Falkanger</i>	Empire Shipping
Santos.....			
Ceylon—			
Colombo.....	February 3	<i>Høegh Silverspray</i>	Dingwall Cotts
Colombo.....	February 10-27	<i>Lake Chilliwack</i>	North Pacific
Colombo.....	February 18	<i>Silverguava</i>	Dingwall Cotts
Chile—			
Antofagasta.....	February 21	<i>Falkanger</i>	Empire Shipping
Valparaiso.....			
China—			
Shanghai.....	February	<i>A Ship</i>	Empire Shipping
Colombia—			
Barranquilla.....	Mid-February	<i>Glimmaren</i>	Empire Shipping
Buenaventura.....			
Costa Rica—			
Puntarenas.....	Mid-February	<i>Glimmaren</i>	Empire Shipping
Cuba—			
Havana.....	February	<i>A Ship</i>	Empire Shipping
Egypt—			
Alexandria.....	Jan. 18-Feb. 2	<i>Lake Minnewanka</i>	Canada Shipping
Alexandria.....	February 4-9	<i>Port Enterprise</i>	Canada Shipping
El Salvador—			
La Libertad.....	Mid-February	<i>Glimmaren</i>	Empire Shipping
France—			
Le Havre.....	February 15	<i>Pont Leveque</i>	Empire Shipping
	Mid-February	<i>Glimmaren</i>	Empire Shipping
Guatemala—			
San Jose.....	Mid-February	<i>Glimmaren</i>	Empire Shipping
Hawaii—			
Honolulu.....	February 9-22	<i>Lake Kamloops</i>	Anglo Canadian
Hong Kong.....	February 3	<i>A Ship</i>	Empire Shipping
India and Pakistan—			
Bombay.....	February 3	<i>Høegh Silverspray</i>	Dingwall Cotts
Karachi.....			
Madras.....	February 5	<i>Silveroak</i>	Dingwall Cotts
Calcutta.....			
Bombay.....	February 18	<i>Silverguava</i>	Dingwall Cotts
Calcutta.....			
Malaya—			
Penang.....	February 18	<i>Silverguava</i>	Dingwall Cotts
Port Swettenham.....			

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Morocco— Casablanca.....	February	<i>A Ship</i>	Empire Shipping
Netherlands— Amsterdam..... Rotterdam.....	February 15	<i>Pont Leveque</i>	Empire Shipping
Netherlands East Indies— Batavia..... Samarang..... Soerabaya..... Cheribon.....	February 3 February 5	<i>Höegh Silverspray</i> <i>Silveroak</i>	Dingwall Cotts Dingwall Cotts
Lebanon— Beyrouth.....	February	<i>A Ship</i>	Empire Shipping
Palestine— Tel Aviv..... Haifa.....	February	<i>A Ship</i>	Empire Shipping
Persian Gulf—	February 3	<i>Höegh Silverspray</i>	Dingwall Cotts
Peru— Callao..... Mollendo.....	February 21	<i>Falkanger</i>	Empire Shipping
Philippines— Manila..... Iloilo.....	February 5	<i>Silveroak</i>	Dingwall Cotts
Manila..... Cebu.....	February 3 February February 18	<i>Höegh Silverspray</i> <i>A Ship</i> <i>Silverguava</i>	Dingwall Cotts Empire Shipping Dingwall Cotts
Singapore.....	February 3 February 5 February 18	<i>Höegh Silverspray</i> <i>Silveroak</i> <i>Silverguava</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts
United Kingdom— Manchester..... Manchester.....	February 8 March 9	<i>Pacific Nomad</i> <i>English Prince</i>	Furness Withy Furness Withy
Unstated Ports.....	February 6-21 Feb. 20-Mar. 7	<i>Lake Atlin</i> <i>Lake Winnipeg</i>	Empire Shipping Anglo Canadian
Uruguay— Montevideo.....	February 21	<i>Falkanger</i>	Empire Shipping
Venezuela— Puerto Cabello..... La Guaira..... Maracaibo.....	Mid-February	<i>Glimmaren</i>	Empire Shipping

Australia Plans to Standardize Railways

Sydney.—(F.T.S.)—Standardization of Australian railways is expected to commence in 1951 and to be completed by 1958 at a cost of almost \$51,000,000, which will be shared equally by the Commonwealth and the states. The agreement, which was reached some time ago between the Commonwealth and the states of South Australia, New South Wales and Victoria, involves conversion from a gauge of 5 feet 3 inches to the standard gauge of 4 feet 8½ inches. Consideration is being given to the modernization and standardization of the greatly diversified types of rolling stock now in use.

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.

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

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

Belgian Congo

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

Territory includes Angola and French Equatorial Africa.

Belgium

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

Brazil

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

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

Chile

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

Territory includes Bolivia.

China

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

Colombia

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

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—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. Address for letters: 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*.

Greece

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

Foreign Trade Service Abroad—Continued

Guatemala

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

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

Hong Kong

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

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

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

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

Territory includes Burma and Ceylon.

Ireland

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

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

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

Territory includes the Bahamas and British Honduras.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, 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, Water Street.

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.

Wellington—Dr. W. C. HOPPER, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Post Office Box 1660.

Norway

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

Territory includes Denmark and Greenland.

Pakistan

Karachi—R. K. THOMSON, 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 TICHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

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

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

Singapore

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

Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Indonesia.

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary for Canada, Mutual Building, 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*.

Foreign Trade Service Abroad—Concluded

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

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

Turkey

Istanbul—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu.

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.

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

Territory covers Northern Ireland.

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. J. 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—J. A. STILES, Acting Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.

Territory includes Netherlands Antilles.

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 Jan. 10	Nominal Quotations Jan. 17
Argentina	Peso	Off.	.2977	.2977
		Free	.2080	.2032
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. Export	.0517	.0517
			.0322	.0322
Colombia	Peso		.5128	.5128
Cuba	Peso		1.0000	1.0000
Czechoslovakia	Koruna		.0200	.0200
Denmark	Krone		.2083	.2083
Ecuador	Sucre		.0740	.0740
Egypt	Pound		4.1330	4.1330
Fiji	Pound		3.6306	3.6306
Finland	Markka		.0073	.0073
France and French North Africa	Franc	Off. Free	.0038	.0038
			.0031	.0031
French Empire—African	Franc		.0076	.0076
French Pacific Possessions	Franc		.0202	.0202
Haiti	Gourde		.2000	.2000
Hong Kong	Dollar		.2518	.2518
Iceland	Krona		.1541	.1541
India	Rupee		.3022	.3022
Indonesia	Florin		.3769	.3769
Iraq	Dinar		4.0300	4.0300
Ireland	Pound		4.0300	4.0300
Italy	Lira		.0017	.0017
Jamaica	Pound		4.0300	4.0300
Malaya	Dollar		.4701	.4701
Mexico	Peso		.1454	.1453
Netherlands	Florin		.3769	.3769
Netherlands Antilles	Florin		.5302	.5302
New Zealand	Pound		4.0300	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	Lira		.3571	.3571
Union of South Africa	Pound		4.0300	4.0300
United Kingdom	Pound		4.0300	4.0300
United States	Dollar		1.0000	1.0000
Uruguay	Peso	Controlled	.6583	.6583
		Uncontrolled	.5618	.5618
Venezuela	Bolivar		.2985	.2985