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COVER SUBJECT—Fish stages and boats at Pouch Cove, Newfoundland. Salt codfish represented 21 per cent of the Island's exports in the fiscal year ending last March, while exports of other fishery products represented 15 per cent of the total. Newsprint came second in importance, with 32 per cent, while minerals were in third position with 20 per cent. Total exports last year were valued at \$77,839,000, which is a new record for the Island.

Photo by Ruggles, courtesy Newfoundland Tourist Development Office

Industrial Production in France Greatly Improved in Past Year

Monthly output of many branches is ahead of that recorded in 1938—Rising curve of production affected by slump in July and coal strike in September but showed marked revival in December — Index of industrial production for year approximately 108·5 of 1938 figure.

By J. P. Manion, Commercial Secretary for Canada

(Editor's Note—This is the first in a series of reports on economic conditions in France during 1948, prepared for *Foreign Trade*.)

PARIS, January 22, 1949.—Industrial production in France has improved substantially, and in many branches of industry the monthly output is ahead of that recorded in 1938. The past year started well, with production rising steadily month by month until June. A slump occurred in July, however, followed by the usual declines during the August holiday period. The curve of production was again rising in September, when the coal strike intervened, and all productive activity in France was adversely affected. On a basis of 100 in 1938, the index of industrial production averaged 112·5 during the first six months of 1948, falling, however, during the next five months to 102·6. There was a marked revival in December, but it is probable that the average for last year will only be about 108·5, which is disappointing in view of the good showing at the start of the year.

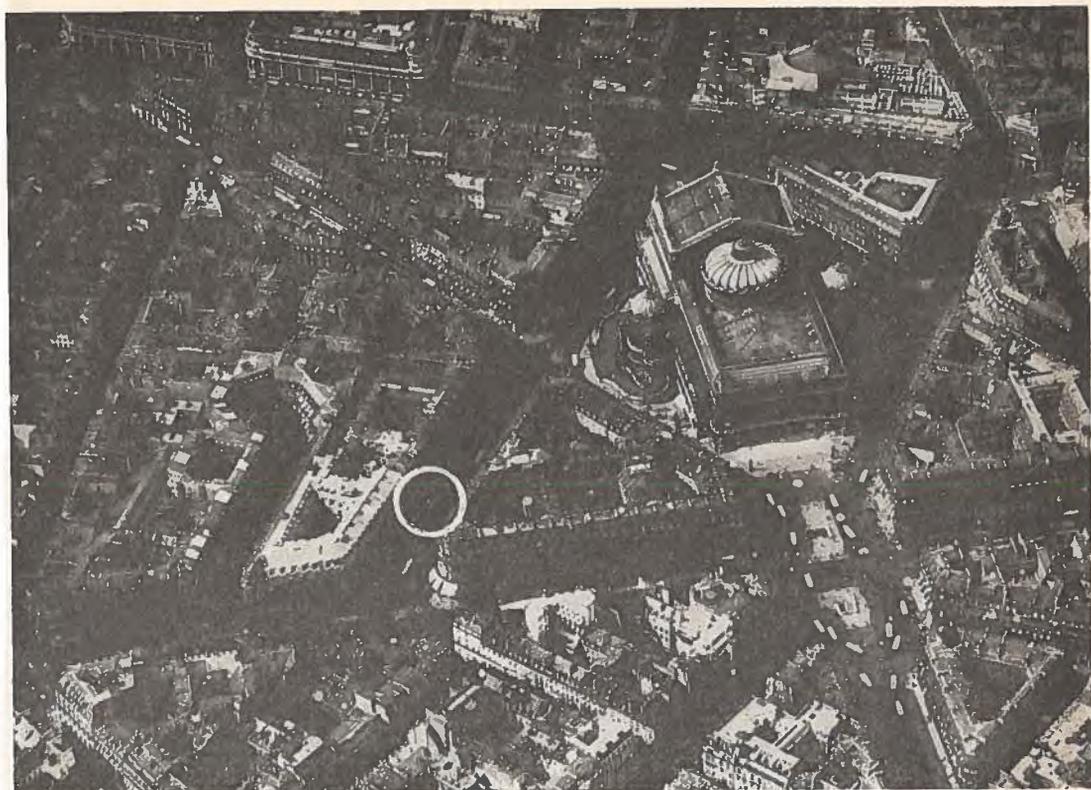
Fuel and energy form the basis for industrial production, and must be taken into consideration when reviewing developments over a given period, in order to determine how far France has gone towards the fulfilment of her plan. It has been proposed, for example, that coal production should be increased by 45 per cent above prewar figures in 1952-53.

Coal production was 47,600,000 metric tons in 1938, and it is hoped to increase this to 60,000,000 tons in 1952-53. During the first half of 1948, production was at an annual rate of 51,800,000 tons. Unfortunately, the rhythm of production started to drop in May, the decrease becoming more accentuated until the October coal strike, which practically stopped all production. It was only in December that production again reached a high figure, but so much ground had been lost that total production for the year fell to 44,932,000 tons, or over 5 per cent less than 1938 figures.

Production in the Saar, which is now under French control, has improved steadily throughout the year, and totalled 12,541,000 tons. This is higher than the amount which had been estimated for 1949, although it is still a long way from the long-term objective of 17,000,000 tons.

Lack of Rain Reduces Output of Hydro-Electric Power

In the field of hydro-electric power production, a further disappointment was in store, this time due to natural causes. Since September there has been practically no rain, with the result that all the important reservoirs have dried up much earlier than the normal winter lows. Whereas the water level was still at 48 per cent of capacity in December, 1947, it was down to 21 per cent at the end of 1948. This has meant that the production of hydro-electric power has had to be progressively reduced, from a high of 1,489 million kwh. in May, 1948, to a low of 863 million kwh. in December. Further and more serious reductions may be expected until the melting of the Alpine snows in March and April.



France—Central part of Paris from the air, showing the “Opera”, the Hotel Scribe and the Royal Bank of Canada Building, in the vicinity of the office of the Commercial Secretary for Canada.

Photo courtesy Compagnie Aérienne Française

This reduction has necessitated an important increase in the production of thermal power, with a consequent diversion of coal from other uses. From a low of 815 million kwh. in May, production of thermal power reached an all-time high of 1,527 million kwh. in December, or a rate of production equal to 210 per cent of the 1938 average.

By means of this uneconomic diversion, consumption of power has remained fairly constant throughout the year, totalling 27,501 million kwh. against 18,576 million kwh. in 1938, or an increase of nearly 50 per cent. This total was close to the objective of 28,000 million kwh. set for the year, but is still far from the planned production of 40,000 million kwh. in 1952-53 (of which 23,000 million kwh. is to be hydraulic).

The third important source of energy, petroleum products, showed a more satisfactory performance in 1948. Many of the refineries in the north had been destroyed during the war, but they have been progressively put back to work, with the result that refinery production of petroleum products rose from 366,000 metric tons in January to a high of 717,000 tons in May, remaining at a high level throughout the year. The monthly average for the first ten months of 1948 was 584,000 tons against 452,000 tons in 1938, or an increase of nearly 30 per cent. The objective for 1952 is about 14,000,000 tons, or a monthly consumption of 1,170,000 tons.

It will be seen that France was well on the way towards its fuel and energy objectives during the first half of 1948. Since then, its reduced coal

production, plus the increased amount of coal needed for electricity, have seriously handicapped the initial effort; yet, taken on balance, the year as a whole shows a marked improvement in total fuel and energy resources over those available in 1938.

Iron and Steel Output Not Affected by Coal Strike

The coal situation in the latter half of 1948 does not seem to have had a perceptible effect on the production of iron and steel. There was a brief recession in production in September and October, partly due to holidays, and presumably due in the latter month to hesitancy as to the policy to pursue in the face of dwindling supplies of coal. In November, however, long before coal production was back to normal, production of all categories of iron and steel reached the highest levels ever attained. This must have involved the depletion of coal stocks, and the only reasonable inference is that the government has guaranteed priority of supply.

Iron ore production is still far from prewar levels. Average monthly production for the year was only 1,865,000 metric tons as against 2,755,000 tons in 1938. In November, however, production had reached 2,398,000 tons, although it would probably not remain at that level.

Pig iron production, on the other hand, showed a marked progression throughout the year, rising from 458,000 tons in January to 656,000 tons in November, for a monthly average of 536,000 tons, as against 501,000 tons in 1938.

Raw steel production showed even greater improvement, rising to a record high of 682,000 tons in November, for a monthly average for the 11 months of 595,000 tons against 518,000 tons in 1938, or an improvement over prewar of about 15 per cent. Since December, production is normally high, the year's production may be expected to be 7,200,000 tons, which is a high mark in French production, but is still far from the French objective of 12,500,000 tons in 1952-53.

Hot rolled steel production has also increased proportionately, reaching a high of 469,000 tons in November, for a monthly average throughout the 11 months of 417,000 tons against 343,000 tons in 1938. The percentage increase in this case is over 20 per cent, which indicates a vigorous market for semi-manufactured products.

The Monnet report states that physical capacity is now sufficient to provide a yearly output of 10,400,000 tons of raw steel, and that rolling mill capacity is also satisfactory. The only bottlenecks are stated to be in ball bearings and in sheets. Sheet and tinplate capacity are to be increased, and some modernization must take place in the remainder of the industry by 1952-53.

Textile Industry Important to French Industrial Economy

Apart from the basic iron and steel industry, the textile industry is probably the most important sector of the French industrial economy, supplying a large proportion of its exports as well as looking after the requirements of the domestic market. In the diversity, range and volume of its production, France ranks among the Big Four—the United States, the United Kingdom, Italy and France—which may one day be rejoined by the other two major producers, Japan and Germany.

In all branches of the industry except the production of cotton yarn, the industry is well ahead of prewar averages. The woollen industry has made rapid strides, with average monthly production for the first ten months of 11,000 metric tons of yarn against 9,800 tons in 1938, an increase of over 10 per cent. Woollen yarn production showed slightly lower progress, with 7,000 tons per month against 6,700 tons in 1938.

In the cotton industry, it is evident that France is not encouraging the production of yarn for export, and is trying to foster the exportation of tissues. Whereas yarn production fell to a monthly average of 18,800 tons in 1948 from 20,800 tons in 1938, cotton textile production increased from 12,100 tons monthly in 1938 to 12,600 tons in 1948. The conclusion above is substantiated by the fact that France requested from ECA this year over 50,000 tons less raw cotton than was considered her normal requirements. The government probably justifies this pressure on the industry on the grounds that, whereas raw cotton is paid for in dollars, a good proportion of the yarn available for export would go to other European countries. As a dollar saver, reduction in cotton yarn production appears to be justified.

Production of Rayon and Staple Fibre Greatly Increased

The most startling advance has been made in the production of rayon and staple fibre. Here the monthly average is 6,200 tons (at an annual level of 166,500,000 pounds) against only 2,800 tons prewar. The principal improvement has been in the production of staple fibre, which, as a substitute for cotton and wool, is another dollar-saving item of considerable importance.

On many markets, French textiles are still uncompetitive because of their price. However, once the pressure of pent-up internal demand subsides, the industry will be forced to turn more and more to the export market. Another factor of importance is that many manufacturers have retained large inventories of manufactured goods as a hedge against inflation. If confidence in monetary stability were to be restored, there is no doubt that large quantities of hidden reserves would be released, and would assist in correcting the French balance of trade. At any rate, the industry appears to be on a sound productive footing if it is not so from the commercial point of view.

Another key industry in France is the production of chemicals, which should augment its importance as a result of the disappearance of Germany from world markets. The index of production in this industry is 119 per cent of 1938 for the first eleven months of the year. The highest level was reached in July and August, when the index reached 133. The high production during the period April to August is understandable, since both electrochemicals and those depending on coal can benefit from higher production or reduced demand during that period.

Production of sulphuric acid has remained at about the level of 1938, averaging 106,800 metric tons per month against 106,000 tons in that year. Production of caustic soda has increased considerably, from a monthly average of 10,500 tons in 1938 to 16,070 tons in 1948. Production of all types of phosphate fertilizers has remained stable at about 300,000 tons per month.

It is evident that these basic commodities do not account for the rise in the production index. Figures for the production of hydrochloric acid, lime, etc., do not show a very appreciable rise. The production of all nitrogen products, however, does show an increase; ammonia production was up to 17,100 tons in August, nitric acid was up to 7,000 tons, nitrogen fertilizers up to 15,400 tons.

This particular category alone would not account for the rise, and it is therefore assumed that the chemical industry has broadened at the base, and that many products are now manufactured which were of little importance in 1938. Among such branches of the industry must be counted the production of coal-tar derivatives, plastics, and organic chemicals generally. No statistics are available at present on these new industries.

More Commercial Vehicles Being Produced by Automobile Industry

In 1938, France produced 226,800 automotive vehicles, of which over 80 per cent were passenger cars. In 1948, production will come very close to 200,000 units, but of this exactly half will be commercial vehicles of a much higher value than passenger cars. On a value basis, therefore, it is safe to say that the automotive industry is much more important now than it was prewar. It is also much more important from the point of view of foreign trade, since a large proportion of production is being exported. France is now in third or fourth place among world producers, and its heavy diesel trucks, motor buses, trolley buses, etc., are becoming increasingly known on world markets.

Of particular interest to Canada is French production of paper products. The industry appears to have re-established itself very well in the face of a world shortage of raw materials, since monthly statistics for eleven months show an average production of 94,000 tons against 97,700 tons in 1938. For the full year, production of paper and cardboard may be expected to be in the neighbourhood of 1,130,000 metric tons.

Separate statistics for the production of newsprint have just been released for the period August to November, and do not appear to have been separately computed previous to that period. These statistics show production of 14,000 tons in August, 24,000 tons in September, 22,000 in October and 24,000 in November. These figures compare with an average of 23,000 tons in 1938 and 15,000 tons in 1947. If France maintains the level of the last three months, annual production may well return to about 275,000 metric tons.

Since a careful study of industrial production in 1948 must take into account monthly variations due to holidays, the coal strike, and availability of hydro-electric power, the following table has been prepared on a monthly basis, including a comparison with 1938 figures, and should be of considerable use in establishing the extent to which French industry has managed to increase production:

Industrial Production in France

(In 000 metric tons, unless otherwise indicated)

First Quarter—

	1938 Monthly	January	1948 February	March
Index of industrial production	100	105	112	112
Coal production—				
France	3,963	4,744	4,293	4,458
Saar	1,199	1,010	912	943
Electricity—million kwh.—				
water	820	1,420	1,272	1,018
steam	728	1,007	1,042	1,295
Oil refinery production	452	366	377	435
Iron ore	2,755	1,886	1,634	1,953
Pig iron	501	458	480	523
Raw steel	518	553	564	626
Hot rolled steel	343	410	407	443
Wool yarn	9.8	11.2	10.5	12.0
Wool fabrics	6.7	7.0	6.7	7.3
Cotton yarn	20.8	19.8	17.4	20.4
Cotton fabric	12.1	13.0	12.4	13.5
Rayon and staple fibre	2.8	5.9	5.9	6.5
Sulphuric acid	106.0	102.3	100.9	108.4
Caustic soda	10.5	12.3	15.5	17.6
Phosphate fertilizers	310.1	289.2	281.8	311.3
Index of chemical production	100.0	101.0	105.0	119.0
Automobiles, passenger				
trucks	15.2	7.4	7.3	8.0
Tires, rubber used	3.7	8.1	7.8	8.6
Cement	3.5	5.3	4.7	5.3
Paper and cardboard	296.0	357.0	386.0	425.0
Car loadings	97.7	95.1	91.3	98.3
	1,294	1,270	1,188	1,312

Industrial Production in France—Continued

(In 000 metric tons, unless otherwise indicated)

Second Quarter—		1938	April	1948	June
	Monthly	100	114	May 118	114
Index of industrial production					
Coal production—					
France		3,963	4,360	3,921	4,079
Saar		1,199	1,022	902	1,071
Electricity—million kwh.—					
water		820	1,159	1,489	1,468
steam		728	1,155	816	846
Oil refinery production		452	662	717	621
Iron ore		2,755	2,112	1,926	1,966
Pig iron		501	553	566	557
Raw steel		518	650	598	616
Hot rolled steel		343	461	409	423
Wool yarn		9.8	12.2	10.9	11.9
Wool fabrics		6.7	7.7	6.9	7.7
Cotton yarn		20.8	20.7	18.0	21.1
Cotton fabric		12.1	13.7	12.0	14.0
Rayon and staple fibre		2.8	6.5	6.6	6.7
Sulphuric acid		106.0	110.0	109.1	104.5
Caustic soda		10.5	17.3	17.6	16.8
Phosphate fertilizers		310.1	346.7	319.8	276.2
Index of chemical production		100.0	126.0	132.0	128.0
Automobiles, passenger		15.2	8.5	7.6	8.9
trucks		3.7	8.7	8.7	8.8
Tires, rubber used		3.5	5.5	4.6	4.0
Cement		296.0	460.0	456.0	487.0
Paper and cardboard		97.7	98.0	90.6	98.3
Car loadings		1,294.0	1,282.0	1,206.0	1,266.0
Third Quarter—		1938	July	1948	September
	Monthly	100	106	August 93	107
Index of industrial production					
Coal production—					
France		3,963	4,015	3,629	3,930
Saar		1,199	1,150	1,111	1,061
Electricity—million kwh.—					
water		820	1,283	1,235	1,260
steam		728	1,121	930	1,050
Oil refinery production		452	700	667	660
Iron ore		2,755	2,070	1,966	1,489
Pig iron		501	602	602	498
Raw steel		518	641	612	550
Hot rolled steel		343	425	371	407
Wool yarn		9.8	7.9	9.6	12.1
Wool fabrics		6.7	5.5	5.8	7.8
Cotton yarn		20.8	15.4	15.0	20.7
Cotton fabric		12.1	10.4	9.9	13.8
Rayon and staple fibre		2.8	6.0	4.6	6.4
Sulphuric acid		106.0	106.2	106.8	104.4
Caustic soda		10.5	17.0	16.5	10.0
Phosphate fertilizers		310.1	252.1	313.7	273.5
Index of chemical production		100.0	133.0	133.0	113.0
Automobile, passenger		15.2	8.9	5.6	7.2
trucks		3.7	7.4	5.3	7.6
Tires, rubber used		3.5	5.0	2.7	5.3
Cement		296.0	533.0	489.0	497.0
Paper and cardboard		97.7	84.8	71.8	102.0
Car loadings		1,294.0	1,223.0	1,134.0	1,226.0
Fourth Quarter—		1938	October	1948	December
	Monthly	100	100	November 107	*
Index of industrial production					
Coal production—					
France		3,963	508	2,664	4,331
Saar		1,199	1,116	1,117	1,126
Electricity—million kwh.—					
water		820	1,095	900	863
steam		728	1,020	1,230	1,527
Oil refinery production		452	637	*	*
Iron ore		2,755	1,112	2,398	*
Pig iron		501	402	656	*
Raw steel		518	451	682	*
Hot rolled steel		343	362	469	*

Industrial Production in France—Concluded

(In 000 metric tons, unless otherwise indicated)

	1938	1948		
	Monthly	January	February	March
Wool yarn	9.8	11.9	*	*
Wool fabrics	6.7	7.8	*	*
Cotton yarn	20.8	19.5	*	*
Cotton fabric	12.1	13.1	*	*
Rayon and staple fibre	2.8	6.7	*	*
Sulphuric acid	106.0	106.6	106.0	*
Caustic soda	10.5	18.2	18.0	*
Phosphate fertilizers	310.1	*	*	*
Index of chemical production	100.0	111.0	107.0	*
Automobiles, passenger	15.2	10.1	9.5	*
trucks	3.7	8.4	9.1	*
Tires, rubber used	3.5	5.2	5.4	*
Cement	296.0	471.0	355.0	*
Paper and cardboard	97.7	101.0	93.0	*
Car loadings	1,294.0	1,176.0	1,220.0	1,112.0

* Not available.

India Raises Duties on Car Batteries To Protect Domestic Manufacturers

Ad valorem rate increased from 42½ per cent to 80 per cent for imports from the United Kingdom—Imports from other countries assessed at 87½ per cent instead of former rate of 50 per cent.

By Richard Grew, Commercial Secretary for Canada

NEW DELHI, November 18, 1948.—India recently placed a protective duty of 80 per cent ad valorem on imports of motor vehicle batteries and plates from the United Kingdom, and 87½ per cent from other countries. Imposed by the Indian Tariff Board as a result of an application by the motor vehicle battery manufacturing industry, the duties will remain in force for a period of three years. The new rates compare with 42½ per cent and 50 per cent previously in force.

This comparatively recent industry commenced in 1931, and by the end of 1939 many factories had started operations, being located mainly in the Calcutta area. Even with the increase in local production, the capacity was not sufficient to meet the total demand, and imports, chiefly from the United Kingdom and the United States, continued. The recent war gave the local industry an opportunity to expand and in 1947 local production amounted to 90,000 batteries. The estimated rated capacity for 1948 is 268,300 batteries, and 352,300 in 1949. Present demand is figured at 250,000, but it is anticipated that a steady increase will be shown as the result of the development of a local automobile industry, as well as to meet the expanding needs of the armed forces.

Materials Available from Local Sources

In its report to the government, the Tariff Board indicates that most of the raw materials required by the industry are available from local sources of supply, with the exception of lead, suitable wood for separators and a few chemicals. If these raw materials of the proper quality are freely available, the Board is of the opinion that Indian manufacturers should be able to produce batteries of as high quality as those imported. At the same time, however, the Board has taken into consideration certain advantages enjoyed by imported batteries. These include the established

reputation of well-known brands, dealers' preference for imported batteries because of their long-established and profitable trade connections with importers, and the fact that some of the imported batteries arrive fitted to the assembled motor vehicle. The Tariff Board assesses the dealers' partiality for imported batteries at 20 per cent of the retail selling price of batteries.

Suitable Standard Specification Should be Adopted

Another feature of the report of the Tariff Board is the stressing of the necessity for the local manufacturers to note particularly the importance of producing batteries of uniform and satisfactory quality. In this connection, it recommends that the industry should take immediate steps to evolve and adopt, in consultation with the Indian Standards Institution, a suitable standard specification for batteries and containers. In addition, it advocates that the Council of Scientific and Industrial Research should institute measures to have the materials processed for the manufacture of containers, while the Forest Research Institute should experiment with varieties of wood suitable for containers. Until satisfactory containers and separators can be produced from indigenous materials, all facilities should be given for the procurement of imported raw materials.

The Board also recommends that the government should adopt necessary measures to safeguard the Indian section of the industry, if the two foreign-owned and managed units should expand their already considerable production to the serious detriment of Indian manufacturers.

Large Penicillin Plant to be Established in Germany

Frankfurt, November 29, 1948.—(FTS)—Germany's largest penicillin plant is to be established in the Farbwerke-Hoechst, former IG Farben factory near Frankfurt, according to a contract concluded recently. Under the contract, arranged jointly by the Joint Export-Import Agency and the Decartelization Branch, the Merck & Co., of Rahway, New Jersey, will provide processing information and technical assistance in designing and equipping the plant for the manufacture of penicillin by the deep fermentation method. The plant will be owned and operated by Farbwerke-Hoechst, and the Merck company will be reimbursed on a royalty basis after production starts.

Because of the social importance of the medicine, the project was initiated by the United States Military Government which, after negotiations with several penicillin manufacturers, obtained the services of the Merck firm, a pioneer producer of penicillin.

Though penicillin production has reached a high level in the United States and the United Kingdom, it has been extremely scarce in Germany as few facilities for its manufacture exist. The penicillin needs of Western Germany are estimated at 80,000 to 90,000 million international units per month and German production can now take care of between five and ten per cent of that amount. The project plant in Hoechst is expected to have a capacity of about 100,000 million units per month.

Farbwerke-Hoechst, now under the trusteeship of Dr. Michael Erlenbach, who signed the contract on behalf of that firm, was established in 1863 as a dyestuff factory. In 1883, the production of pharmaceuticals was added and in the subsequent 50 years this plant introduced to the world a number of outstanding drugs including pyramedon, salvarsan, dolantin and amidon. In 1925, it was taken over by the huge IG Farben combine, of which it became the third largest unit. It now employs more than 9,000 persons.

Argentina's Current Problem Is Shortage of Dollar Exchange

Economic outlook for 1949 not generally regarded as favourable—Expected assistance from ERP did not materialize—Firm action required to curb inflation—Exchange control system amended from time to time to meet changed conditions.

By R. E. Gravel, Assistant Commercial Secretary for Canada

(Editor's Note—This is the first of two articles on economic conditions in Argentina during 1948, prepared for *Foreign Trade*.)

BUENOS AIRES, January 14, 1949.—Doubt and uncertainty, with occasionally contrasting currents of confidence and even of optimism, characterize the economic outlook in Argentina for 1949. At the close of 1947, Argentine economic prospects were sustained by expectations that the operation of the Marshall Plan in 1948 would result in a restoration of the triangular foreign trade pattern which, to the detriment of Argentina's dollar-earning capacity, had been broken in August, 1947, by reversion to the policy of the inconvertibility of sterling into dollars. A year ago, the most conservative and seemingly authoritative opinion as to how and where dollar allocations under 1948 European Recovery Plan would be spent, if the relief aspect of the plan was to be efficaciously implemented, seemed to favour Argentina. However, the heavy ERP purchases from Argentina did not materialize, and this country's dollar payments position became exceedingly difficult midway through 1948. The situation is no better today and, according to Argentina's economic authorities, there is no reason for optimism concerning the country's dollar-earning capacity.

This is one of the noteworthy changes in Argentine economic outlook during the past twelve months, because there can be no doubt that Argentina's policy of economic expansion was geared to a certain tempo of free-currency earnings which, it was expected, would provide urgently needed materials and equipment. The policy of economic expansion, therefore, has suffered modifications and setbacks.

Possibility of Inflation Realized

Another important and significant change since December, 1947, is in the official attitude toward inflation. In December, 1947, the President of the Republic sought to reassure public opinion on this score by observing that, whatever degree of inflation might ensue from the full mobilization of the country's financial resources, inflation in Argentina would always be 20 per cent below that of any other country. Within the past few months, however, the President admitted that the inflationary process had already passed the stage at which it could be regarded complacently and that firm action would have to be taken to hold it in check. The brake was suddenly applied to bank credit last October and, as a result, it became almost immediately apparent how much of the country's production economy is dependent on borrowed financial resources. The indications are that the rigours of the credit curtailment measure have been tempered, and this aspect of the anti-inflationary offensive has been temporarily halted. However, it is not to be interpreted as implying that the authorities regard conditions as less grave than they had supposed them to be, but rather that they recognize it as indicative of a situation not to be corrected by recourse to a handy remedy.



Argentina—Ministry of Finance Building, Buenos Aires. As ERP purchases did not materialize in 1948 as anticipated, this country's dollar payments position has become exceedingly difficult, and there is no optimism concerning her dollar-earning capacity. On February 1, 1949, the Argentine Government announced that all outstanding exchange permits would be subject to confirmation.

In a recent address, the President of the Argentine Chamber of Commerce stated that the note circulation had increased from 1,191 million pesos, with a gold guarantee of 117.17 per cent, in 1939 to 6,658.3 million pesos, with a gold guarantee of 30.85 per cent, at the end of October, 1948. The President continued: "Another powerful inflationary factor is the constantly increasing budget of governmental expenditure, estimated for the central administration and the autonomous dependencies during 1949 at a total of 8,822,139,782 pesos. If to this figure we add the corresponding proportion of the five-year plan's financing, the expenditure total comfortably passes the ten thousand million peso mark, a figure which does not bear comparison with the rate of disbursement of recent years and which represents 40 per cent of the national income (from farming, mining, manufacturing, building construction, commerce and services in general) as estimated for the year 1947."

Economic Problem is Twofold

From the foregoing, it will be apparent that there are two main aspects of Argentina's economic problem: (a) foreign trade and shortage of foreign exchange; and (b) internal inflation. The situation should improve, therefore, to the extent that outward shipments from Argentina assume proportions commensurate with the country's natural importance as a source of world food supply. During the first six months of 1948, Argentina's export trade amounted to barely 850,000 tons per month; during the quarter April-June, 1948, this average fell to 705,000 tons. These figures compare with an average export rate during the five prewar years of 1,170,000 tons per month, that is 14,000,000 per annum, as compared with the 1947 export total of 9,305,500 tons and a figure for 1948 which will probably prove much lower.



In regard to the domestic inflation problem, the monetary aspect of the matter is probably less serious than the situation created by the present shortage of producer goods, producer equipment and labour. The shortage of labour is aggravated by labour's low productivity, which is probably Argentina's most urgent present-day economic problem.

In September, 1947, Argentina's trade world was divided into two groups under a new system of exchange control. The first comprised the neighbouring countries of Bolivia, Brazil, Chile, Paraguay, Uruguay and

Peru. It also included the monetary areas of the Belgian franc, the French franc, the Spanish peseta, the Dutch florin, the Italian lira and, in February, 1948, the sterling area. The second group comprised all other countries. For a time, trading with countries in the first area was fairly easy for a selected list of products, and permits could be obtained for products included in a second list. Importations from countries in the second group were limited to a list of goods for which exchange permits might be granted.

Deliveries of "Free" Currencies Suspended

On May 14, 1948, the Central Bank suspended automatic deliveries of the so-called "free" currencies (United States dollars, Canadian dollars, Swedish crowns, Swiss francs, Uruguayan and Mexican pesos, Portuguese escudos and, subsequently, Belgian francs), and remittances in payment of import transactions in these currencies were subject to further final approval after application to be made when the relative customs clearance certificate had been presented to the authorized banks for closing of official market exchange. Since May 19, 1948, the Central Bank has authorized reimbursements for imports considered essential, such as fuel, medicines, drugs, certain chemicals, surgical equipment and instruments, etc. In rare cases dollars have been provided to bring in needed raw materials where the alternative would mean a factory shut-down. Such approvals and reimbursements appear to have been only a relatively minor part of the total frozen "hard" currencies. Collections, remittances for open account shipments and settlement of letters of credit, all awaiting reimbursement, have been variously estimated at from 275 million to 600 million United States dollars, the latter figure including orders placed and uncompleted contracts.

On June 23, 1948, the exchange control position was again modified, temporarily as it turned out, by Central Bank Circular No. 988, which provided that, for a selected list of goods, import permits would be granted immediately, provided no exchange was required. This practically constituted recognition of the so-called "black" market in foreign exchange. In other words, import permits would automatically be granted for a specified list of goods when the Argentine importer could use dollars held abroad by him. Subsequently, however, Circular No. 1022, of September 9, ruled that these permits would not be granted immediately or automatically but would be subject to prior study. Therefore, all exchange permits for all countries are now subject to the system of prior study, which confirms the belief that Argentina's foreign exchange holdings are low.

The *Review of the River Plate* of September 17, 1948, makes the following observations in this connection:

The sinister implications of the supposition that Argentina is, internationally speaking, hard up, involve a serious threat to the country's industrial development: if exchange is so short, how will machinery be obtained for replacements and expansion? And there is even the potential danger of a shortage of fuels and raw materials which might reduce even the present level of production.

Things may not be as bad as this, since it must be considered that the Government may choose to reserve the greater part of the country's exchange resources for use by the official trading agency, I.A.P.I. Such a step would have two obvious advantages: in the first place it would enable the authorities to make purchases exactly suited to the Government's plans, and, in the second place, it would enable the I.A.P.I. to make profits which would compensate for any loss of profit that may occur in the grain export trade; and there would appear to be some possibility of this trade ceasing to be highly lucrative. It is, therefore, to be supposed that, if this were the case, the I.A.P.I. would be in charge of using the country's exchange resources in the best interest of industrial progress and development.

It has also to be considered, however, that this procedure might result in the price of imported goods to the ultimate purchaser being very high, and this fact would undoubtedly affect the inflationary trend. Argentine products would cost even more than they do now; their sales prospects in foreign markets would be still further reduced, and so foreign exchange would still be hard to earn.

Argentina must choose between economic independence, leading to economic isolation, and a powerful export drive. The first course is in practice impossible at the present stage of industrial development. Fuel, raw materials of any kind and a large volume of transport and capital equipment must all be supplied from abroad before the country can even begin to achieve a certain degree of self-sufficiency. It will, therefore, have to be an export drive, but this too has its complications. As regards the more or less immediate future, there is no market for Argentine grain unless the United States prices can be undercut; the same probably applies to linseed and linseed oil. Other vegetable oils and animal fats are in world-wide demand, but there is no indication that Argentina possesses enormous exportable surpluses such as would earn a large volume of foreign exchange. Meat, hides and wool are more promising lines and may produce results in the immediate future. There is, however, an inherent danger in the methods employed through the I.A.P.I. in the marketing of farm produce. The I.A.P.I. had already destroyed markets which were formerly available in the United States and other countries for cheese, casein, linseed oil and other partly processed products by demanding prices which caused the governments of such countries to promote domestic production in order to dispense with Argentine supplies. It is obviously much more difficult for other countries to increase rapidly their production of meat, hides and wool, as Australian experience shows; but the operative word is "rapidly" only, and the danger remains as a long-term possibility which may have its "come-back" on Argentina several years hence.

Pakistan Allocates Major Portion Of Current Cotton Crop to India

Quota of 650,000 bales out of anticipated yield of 1,300,000 bales set aside for India under Inter-Dominion Agreement—Foreign buyers must open irrevocable credits in Pakistan bank before purchasing cotton.

By G. A. Browne, Acting Canadian Government Trade Commissioner

(Editor's Note—Mr. Browne is at present making a tour of Canada.)

KARACHI.—Pakistan expects the current cotton crop to amount to 1,300,000 bales. In view of the commitment under the Inter-Dominion Agreement, concluded at Karachi in May, 1948, a total of 650,000 bales are to go to India for consumption by her mills. Pakistan, therefore, will have only 650,000 bales out of which a certain quantity is to be reserved for home consumption and the balance allocated to other countries. Foreign buyers will be allowed to buy after they have opened irrevocable credits in one of the Pakistan banks.

In accordance with the arrangement made with India for the implementation of Inter-Dominion Agreement, it was agreed that the Indian off-take will not exceed 360,000 bales up to the end of January, 1949. The total quantity to be purchased by other buyers, including Pakistan mill-owners, has been similarly restricted to 350,000 bales up to the end of this period. Since India would be buying half of the total quantity, it is essential that her purchases are spread out evenly over the whole year so that all buyers should have an equal chance of buying in the open market. To achieve this objective, it has been further agreed that if exports to India to January 31, 1949, fall below 325,000 bales, the difference between this and the quantity actually exported by them would be liable to lapse.

The Government of Pakistan is negotiating an agreement with Japan for the exchange of certain commodities. Pending ratification of this agreement, no quota has been fixed for Japan. This will be announced as soon as an agreement is reached.

Quotas Allocated for Pakistan Cotton Crop

	Bales
India	650,000
United Kingdom	100,000
Belgium	100,000
Czechoslovakia	40,000
United States	35,000
Italy	25,000
France	20,000
Scandinavia	20,000
Australia	15,000
Russia	15,000
Spain	15,000
China	15,000
Germany	10,000
Other countries	15,000

Exports from Newfoundland Reach New Record in Past Fiscal Year

Strong demand in world markets for produce indicated—Exports at record high of \$77,839,000 in 1948 as compared with \$69,346,000 in previous fiscal year—Imports in same period increased to \$105,055,000 from \$74,828,000.

By R. Campbell Smith, Commercial Secretary for Canada

(Editor's Note—All years referred to in this report are fiscal years ending March 31. Figures are in Canadian dollars.)

ST. JOHN'S, January 29, 1949.—Strong demand in world markets for Newfoundland produce is evidenced by the high level of exports in the 1948 fiscal year, and again in the nine months ended December 31, 1948. According to customs returns for the twelve months ended March 31, 1948, exports reached the record high of \$77,839,000, while imports amounted to \$105,055,000, as compared with \$69,346,000 and \$74,828,000 for exports and imports respectively, in the previous fiscal year.

Despite ready markets for the output of her three primary industries, fisheries, newsprint and mining, Newfoundland is, nevertheless, a net importer, and has been since 1942. While a balance of trade was nearly achieved in 1946 and 1947, imports were one-third more in value than exports in 1948. Of over-riding importance, however, is the fact that Newfoundland enjoys very substantial invisible exports in the form of expenditures by the United States armed forces on bases maintained here, and in the form of remittances from emigrant Newfoundlanders in the United States and Canada.

Foreign Trade of Newfoundland

	Exports	Imports
	(000 dollars)	
1938	\$34,483	\$ 27,912
1939	31,376	24,461
1940	32,827	28,422
1941	36,723	35,484
1942	37,416	64,535
1943*	28,501	52,377
1944	42,397	62,489
1945	46,414	65,824
1946	61,012	65,899
1947	69,346	74,828
1948	77,839	105,055

*Nine-month period, July 1, 1942, to March 31, 1943.

Before examining the country's foreign markets in detail, it will be helpful to study the main groups of commodities which Newfoundland exports. These are given in percentages below:

Percentage Composition of Exports from Newfoundland

	1948	1947
	(Per cent)	
Salt codfish	20.9	22.0
Other fishery products	15.1	20.7
Minerals	19.6	18.6
Newsprint and paper	32.0	28.6
Forestry products	6.9	3.8
Other Newfoundland produce	2.2	2.0
Re-exports	3.3	4.3
	<u>100.0</u>	<u>100.0</u>

With fisheries contributing no more than 36 per cent of the country's total exports, one might readily believe that Newfoundland was no longer the one-industry country that it was formerly. While it is true that mining and pulp and paper industries are diversifying the country's economy, it is considered that the welfare of over half the island's population depends on the fishing industry.

The United States, which has been Newfoundland's largest single market in the postwar years, took one-third of all her exports last year. The United States and Canada together (which supplied 90 per cent of Newfoundland's imports) bought half of the country's exports. Canada, which is largely sufficient in the products which Newfoundland produces, except iron ore, copper concentrates and fish oils, has never been susceptible to much development as an export market. As far as the United Kingdom is concerned, Newfoundland, like other countries, has suffered a setback since prewar days. In 1938, the United Kingdom was the main market for the island's newsprint (215,571 tons) and pulpwood (103,811 cords). Since the war there have been smaller shipments of finished newsprint (55,018 tons) and more raw materials in the form of sulphite pulp (37,747

Exports of Newfoundland Produce, by Main Countries

	1948	1947	1946	1939	1938
United Kingdom	\$13,484,942	\$11,445,505	\$14,016,920	\$11,326,845	\$13,243,676
Canada	9,732,227	7,009,687	8,652,065	2,454,648	3,146,570
United States	26,063,440	23,943,036	18,668,759	7,264,666	8,168,098
Other	28,557,984	26,960,197	19,525,661	10,941,185	10,384,832
Total	<u>\$77,838,593</u>	<u>\$69,358,425</u>	<u>\$60,863,405</u>	<u>\$32,078,344</u>	<u>\$34,943,176</u>

Newfoundland Exports, by Commodity Groups

	1948	1947
	(000 dollars)	
Fresh codfish	1,725	4,613
Salted and other codfish	16,831	15,963
Lobster	856	968
Salmon	771	890
Herring	2,171	4,910
Fish oils and meal	4,676	2,664
Other fishery products	1,992	918
Total fishery products	<u>29,022</u>	<u>30,926</u>
Mineral products	15,760	13,506
Newsprint and paper products	25,729	20,735
Forestry products	5,575	2,740
Furs, hides and skins	908	930
Other exports	845	521
Re-exports	2,629	3,069
Total, non-fishery products	<u>51,446</u>	<u>41,501</u>
Grand total	<u>80,468</u>	<u>72,427</u>

Newfoundland Exports, by Commodity Groups—Concluded

	United Kingdom		Canada		United States		Other countries	
	1948	1947	1948	1947	1948	1947	1948	1947
					(000 dollars)			
Fresh codfish		1,571	395	542	1,324	1,923	6	577
Salted and other codfish..	128	277	368	376	341	649	15,994	14,661
Lobster		2	357	495	489	470	10	1
Salmon		83	561	587	163	191	47	29
Herring			607	289	1,077	1,545	487	3,076
Fish oils and meal	91		2,821	1,328	1,476	1,265	286	71
Other fishery products ...			272	274	1,464	543	256	101
Total fishery products ..	219	1,933	5,381	3,891	6,334	6,586	17,088	18,516
Mineral products	2,496	3,851	3,808	2,785	5,300	5,266	4,156	1,604
Newsprint and paper products	5,713	2,874	109	...	13,015	11,063	6,892	6,798
Forestry products	4,835	2,620	2	2	322	90	416	28
Furs, hides and skins	220	165	375	289	312	476	1	....
Other exports	1	2	59	44	780	461	5	14
Re-exports	129	214	1,390	2,146	1,030	669	80	40
Total non-fishery products	13,394	9,726	5,743	5,266	20,759	18,025	11,550	8,484
Total exports	13,614	11,660	11,122	9,155	27,094	24,612	28,638	27,000

tons) and groundwood pulp (778 tons). Pulpwood shipments were somewhat lower at 81,922 cords, but shipments of iron ore have been at a high level, 757,083 tons in 1947 and 595,186 tons in 1948, as compared with the prewar high of 204,590 tons.

Exports to "other" countries in 1948, totalling \$28,557,984, account for over 35 per cent of Newfoundland's outgoing trade, while imports from these countries only amount to four per cent of incoming trade or \$3,531,657.

Newfoundland Exports to "Other" Countries in 1948

Fish

Except where indicated, the following figures represent codfish exports.

Puerto Rico	\$3,105,568
Portugal	3,084,104
Italy	3,075,986
Jamaica—herring, \$22,029; cod liver oil, \$60,000.....	1,871,253
Brazil	1,827,211
Greece	963,769
Poland—all herring	459,608
Guadeloupe	332,315
Barbados	268,925
Gold Coast	203,955
Martinique	201,587
Trinidad—salmon, \$19,940	200,511
Dominican Republic	191,758
Cuba	186,963
Switzerland—all cod liver oil	165,915
Madeira	155,510
Hong Kong—all dried squid	148,083
Panama	121,254
British Guiana	114,384
Miscellaneous countries—exports to 29 countries	363,266
Total	\$17,041,925

Other Products

Belgium—lead and zinc concentrates except \$53,466 for fish products	\$3,222,216
Mexico—newsprint	2,131,795
Argentina—newsprint	2,097,599
Australia—newsprint	1,666,044
France—zinc concentrates except \$4,003 for cod liver oil....	631,886
Norway—zinc concentrates, \$358,876; pulpwood, \$182,618; whale liver, \$2,970	544,494
South Africa—newsprint	445,190
New Zealand—newsprint	228,144
India—newsprint	216,739
Netherlands—pulpwood	202,985
Ireland—newsprint, \$109,986; canned codfish, \$18,854.....	128,967
Total	\$11,516,059

Newfoundland Imports, by Main Countries

	1948	1947
	(000 dollars)	
United Kingdom	6,228	4,195
Canada	54,983	43,033
United States	40,313	25,434
Other	3,531	1,745
Total	105,055	74,407

Newfoundland's export markets are predominantly in the hard-currency area, her sales in the last two years being divided as follows:

	1948	1947
	(000 dollars)	
United States dollar area	49,976	47,684
Sterling area	19,360	17,538
Canada	11,122	9,155

It is estimated that Newfoundland disbursed in 1948 approximately \$41,000,000 for purchases from hard-currency countries outside of Canada, thus leaving her a favourable dollar balance of approximately \$9,000,000 from her commodity trade only. If we add to this sum other United States earnings, in the form of emigrant remittances and expenditures by the American armed forces in Newfoundland, it will be clear why this country has enjoyed unrestricted buying in the United States. There are, of course, limitations placed on travel in the United States and capital transactions. The value of exports to countries in the sterling area has remained steady. However, during the fiscal year under review, the Newfoundland Government, by an arrangement with Great Britain, provided approximately \$6,000,000 for sales of salt codfish to Mediterranean countries who were unable to convert sterling for these purchases. During the current fiscal year, \$3,000,000 have been provided in the same manner and more would have been required had it not been for low fish production and E.C.A. aid on sales to these countries. Unless the government or E.C.A. comes to the rescue next year, sizeable sterling markets for codfish may be lost to the island.

Record Year Anticipated for 1949

The 1949 fiscal year will, from the record of production and prices since March 31, 1948, undoubtedly surpass last year in importance. This will be the case despite the fact that codfish production is 15 per cent to 20 per cent lower than the year before. Prices for codfish were raised in October last, offsetting to a certain extent losses on actual volume. Production of fresh cod, cod fillets, pickled herring, salmon, lobster, seal and whale have been much higher this year, thus more than counterbalancing the salt cod fishery. The two pulp and paper mills have reported greater output of newsprint and pulp this year combined with a price increase, in August, of \$4.00 per ton. The iron ore mine has shipped in the first three-quarters of the current year over 36 per cent more ore than in the same period last year at a contract price of 50 cents more per ton. The lead and zinc mine at Buchans likewise reports record shipments.

Early Shipment of Egyptian Onions Expected

Cairo, January 19, 1949.—(FTS)—Portion of the new Egyptian onion crop may be available for shipment from Alexandria by February 15. It is reported that the Egyptian Ministry of Commerce and Industry has arranged with the State Railways to hasten the transport of a part of the new crop. It is hoped that substantial quantities will be received in Alexandria by mid-February.

Traffic Handled Through National Harbours Was Higher Last Year

Total of 43,626 ocean-going, coasting and lake vessels entered eight principal ports in 1948, compared with 42,876 in 1947—Cargo tonnage showed increase of 162,472 tons—Less grain delivered.

TRAFFIC handled through the eight ports administered by the National Harbours Board showed an improvement last year over 1947 a total of 43,626 ocean-going, coasting and lake vessels having docked in 1948, as compared with 42,876 during the previous year. The net registered tonnage of these ships was 32,999,920 and 29,856,603 respectively.

Cargo tonnage handled over the harbour wharves was also higher, the total for last year amounting to 31,326,279 tons handled inwards and outwards, compared with 31,163,807 tons in 1947. This represents an increase of 162,472 tons.

The amount of grain delivered by elevators operated by the National Harbours Board and privately owned operators in harbours administered by the Board was less than in 1947, as indicated by the following figures:

Grain Deliveries in National Harbours

	1948	1947
	(Bushels)	
Halifax	7,459,750	7,183,720
Saint John	12,314,310	13,759,514
Quebec	759,637	384,325
Three Rivers	8,281,429	12,727,122
Montreal	67,458,210	66,880,198
Prescott	4,749,230	9,101,325
Port Colborne	18,616,489	14,748,562
Churchill	5,325,884	4,975,754
Vancouver	41,113,476	53,733,502

Ship Arrivals in National Harbours

	1948		1947	
	Ships	Tons	Ships	Tons
Halifax	2,579	4,179,092	2,319	3,406,482
Saint John	1,655	2,366,364	1,593	2,341,455
Chicoutimi	181	154,433	142	122,571
Quebec	4,320	3,702,612	4,191	2,902,654
Three Rivers	2,243	2,258,358	2,217	1,713,516
Montreal	3,666	6,620,304	3,433	5,948,537
Churchill	35	73,483	35	68,361
Vancouver	28,947	13,645,274	28,946	13,353,027

Cargo Handled in National Harbours

	1948	1947
	(Tons)	
Halifax	3,617,934	3,577,459
Saint John	2,744,567	3,013,706
Chicoutimi	225,870	184,432
Quebec	1,850,370	1,855,018
Three Rivers	2,568,010	2,608,129
Montreal	11,195,160	10,807,873
Churchill	161,959	156,260
Vancouver	8,962,409	8,960,930

Although the national harbours are used primarily by ocean-going tonnage, a large number of vessels engaged in the coasting trade and others operating on the Great Lakes are recorded in the above returns. This is particularly applicable to Vancouver, as numerous ships engaged in the transportation of cargo along the British Columbia coast use that port throughout the year. In many cases, however, their cargo has some



Saint John—Early stage in the reconstruction of the McLeod-Pettingill Wharf, which will provide this port with improved facilities. The length of the wharf will be increased from 690 feet to 873 feet. On this will be erected a transit shed, 748 x 150 feet, compared with 690 x 70 feet for the original shed. Its area will be increased from 48,300 square feet to 112,200 square feet, of which 5,500 square feet will be heated. The shed will serve one berth, but will be extended later to serve two berths.

Courtesy National Harbours Board.

connection with the foreign trade of Canada. Lumber, newsprint paper and pulpwood figure largely in the overall total, being brought to Vancouver for transhipment to ocean-going vessels. Many lake vessels, bulk carriers and package freighters bring cargo down the St. Lawrence to Montreal for transhipment, while others use the port facilities in Three Rivers and Quebec. Among ships engaged in the coasting trade are the colliers, which carry coal from Sydney, N.S., to Montreal and other St. Lawrence ports.

Pakistan Receives Shipment of Russian Wheat

Wheat from Russia amounting to 30,000 tons arrived in Karachi on December 31, 1948, on the S.S. *Keirov*. This is to implement a Russian offer to supply Pakistan with wheat to tide over the food shortage caused by extensive floods in the Sind and the West Punjab.—(*Pakistan Affairs*.)

Decline in Britain's Shipbuilding Activity Last Year Due Partly to Steel Shortage

Shipping under construction in the United Kingdom totalled 2,114,730 tons, a decrease of 94,269 tons compared with the end of September—Tonnage of ships under construction abroad continues to rise—Total of 76,192 tons being constructed in Canada.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, January 19, 1949.—Shipbuilding activity in the United Kingdom declined at the end of 1948, due partly to the steel shortage. Shipping being built outside this country continues to rise. The year-end report of Lloyds Register of Shipping states that shipping under construction in the United Kingdom at the end of December was 2,114,730 tons. This was a decrease of 94,269 tons compared with the end of September and was also 128,973 tons less than the tonnage being built at the end of June and 48,252 tons less than at the close of 1947.

There is an increase in the tonnage intended for registration abroad or for sale. This figure has risen progressively from about 100,000 tons in March, 1946, to 747,999 tons at the end of 1948 and now represents 35.4 per cent of the tonnage being built in this country. It includes 302,765 tons for Norway and 116,895 tons for Argentina.

The tonnage of ships under construction abroad at the end of December is 2,026,086 tons, which is 31,212 tons more than that recorded at the end of September last. No figures are available for Germany, Japan and Russia. The leading countries abroad are: France, 414,209 tons; United States, 406,848 tons; Sweden, 245,415 tons; the Netherlands, 228,519 tons; Italy, 165,901 tons; British Commonwealth, 136,008 tons (including Canada, 76,192 tons and Australia, 41,146 tons); and Denmark, 114,294 tons.

Britain Building Fifty Per Cent of Tonnage Under Construction in World

The total tonnage under construction in the world (apart from Germany, Japan and Russia) amounts to 4,140,816 tons, of which 51.1 per cent is being built in the United Kingdom and 48.9 per cent abroad. During the final quarter of 1948 in the United Kingdom, 353,317 tons of steamers and motorships were commenced, 417,084 tons were launched and 433,115 tons completed. Similar figures for abroad are 428,181 tons commenced, 326,040 tons launched and 400,168 tons completed.

The vessels being built in the world at the end of December included 25 steamers and 59 motorships of between 6,000 and 8,000 tons each; 19 steamers and 56 motorships of between 8,000 and 10,000 tons each; 50 steamers and 61 motorships of between 10,000 and 20,000 tons each; and 5 steamers and one motorship of between 20,000 and 30,000 tons each.

Steam and motor oil tankers of 1,000 tons gross and upwards under construction in the world amount to 129 vessels of 1,387,654 tons. The present oil tanker tonnage represents 33.8 per cent of the total tonnage under construction in the world.

Newfoundland Has Poor Herring Catch

St. John's, January 17, 1949—(FTS)—An unusually poor catch of herring is reported at the close of navigation in the Bay of Islands district on the west coast of Newfoundland. This area, which produces approximately two-thirds of the country's entire pack of pickled herring, has had a negligible quantity this season.

Jamaican Banana Output Affected By Panama Disease and Drought

Industry fell into depressed state as planters discouraged from maintaining their cultivations—New Lacatan variety developed but cultivation hindered by drought—Heavier citrus crop expected—Tight supply situation in coconuts aggravated by black market.

By M. B. Palmer, Canadian Government Trade Commissioner

(Editor's Note—This is the last of two articles on conditions in Jamaica during 1948. prepared for *Foreign Trade*. One pound sterling equals \$4.03 Canadian.)

KINGSTON, January 21, 1949.—Banana production in Jamaica has been greatly reduced in the past few years as a result of Panama disease. Prior to the war, banana exports amounted to an average of 20,000,000 stems annually, and reached a peak of 26,955,489 stems in 1937. The ravages of the disease, coupled with the lack of shipping facilities during the war, discouraged the planters from maintaining their cultivations, with the result that the industry fell into a depressed state.

Meanwhile, extensive research was being carried out in the hope of developing a variety immune to Panama disease, and it is only in recent years that the Lacatan variety has been declared suitable for shipping to overseas markets. Unfortunately, however, because of the difficulty in obtaining new plants and also the fact that in the past three years the Island experienced severe droughts during the spring and early summer, the production of bananas has not increased at the rate anticipated. Considerable effort is being made through government agricultural sources and also by the planters to bring new areas into the cultivation of the Lacatan variety. The Gros Michel variety is still being produced in areas not affected by Panama disease. If favourable weather conditions prevail, there is every reason to anticipate a steady increase in the banana production.

New Banana Variety Acceptable to British Ministry of Food

The British Ministry of Food has agreed to accept the Lacatan as a commercial variety on the same terms as the Gros Michel. Cercospora, or leaf spot disease, is prevalent, but this can be satisfactorily treated by spraying without impairing the quality of the fruit. Under the existing arrangement, planters are receiving 7s. 2d. per count bunch for all bananas accepted for export. These bananas are sold to the British Ministry of Food and any moneys available, after paying the growers and making contributions to leaf spot and insurance funds, are placed in a reserve fund. This fund is available for the future benefit of the industry in the way of stabilization and rehabilitation benefits through the Banana Industry Insurance Board set up by the government. This fund stood at £687,470 in respect of exports for the years 1946 and 1947. Exports last year numbered 6,000,000 stems and it is hoped to increase this figure to 13,000,000 by 1952. It is reported an additional ship may be added in the spring to the fleet of vessels carrying Jamaica bananas to the United Kingdom.

The latest estimate for the 1948-49 sugar crop is given at 228,700 tons, as compared with 192,814 tons for the 1947-48 crop. The expected improvement in the output of sugar for the forthcoming season is in keeping with the Island's plans for a steady expansion in production from



Jamaica—Post office in Kingston, capital of this island colony in the Caribbean.

Photo by B. Matthews.

year to year. There is still room for a further substantial increase in sugar production. Cane farmers are being encouraged by the government to increase the acreage under cultivation.

The latest estimate of the Island's production of rum during the forthcoming season is given at 30,000 puncheons.

Heavier Citrus Crop Indicated This Year

There is every indication that the 1948-49 crop of citrus will be somewhat heavier than last year's, due to the heavier rainfall and generally improved weather conditions. The latest estimate for the 1948-49 crop represents the equivalent of 1,400,000 boxes, of which it is expected that 895,000 boxes will be exported. Most of the season's exportable crop has been sold through the British Ministry of Food, with smaller shipments going to New Zealand. As near as can be ascertained, exports will be going forward approximately as follows: United Kingdom, 300,000 boxes of fresh fruit and 475,000 boxes of processed fruit; New Zealand, 100,000 boxes of fresh fruit; and other countries, 20,000 boxes of fresh fruit.

While all the fresh citrus going to the United Kingdom is being purchased by the British Ministry of Food under a new 10-year contract, the citrus juices and oils will in future be marketed through the regular trade channels. Prices for these, however, will continue to be fixed by the British Ministry of Food.

Black Market Operating in Coconuts

The Island's supply of coconuts, as a result of the destruction of 40 per cent of the trees by a hurricane in August, 1944, is still considerably short of the domestic requirements for edible oil, soap, margarine and other coconut products. The supply situation has been aggravated to a very large extent by black market conditions which have developed. As a result, large quantities of nuts are being supplied to illicit operators at prices higher than the controlled prices and the products sold at black market prices. It is not expected, however, that the production figures

will reach the pre-hurricane output for two or possibly three years to come. The price of coconuts sold to the copra factories stands at 12s. per bag of 135 pounds, and the price of No. 1 copra stands at £40 per ton. Until coconuts come into sufficient supply to meet the needs for domestic consumption, the Island will have to continue to import large quantities of substitute materials at prices considerably in excess of the cost of the native product.

The 1947-48 crop of cocoa totalled approximately 4,158,000 pounds. Exports in respect of the 1948-49 crop are estimated at 4,937,500 pounds. Since October 1, 1947, cocoa shipments have been subject to world market prices, and have accounted for a substantial increase in the value of exports.

The latest figures available for the 1947-48 coffee crop are 2,587,100 pounds. It is estimated that the 1948-49 crop will be in the vicinity of 3,000,000 pounds. The Island's exportable supply of coffee is being purchased by the British Ministry of Food under a five-year contract at prices ranging from 123s. per cwt. f.o.b. for high-grade factory washed coffee, to 70s. per cwt. for grade triage coffee. Coffee production continues to be handled through the Coffee Clearing House, operated by the Department of Commerce and Industries, where all coffee is bulked and graded to standards agreed on with the Coffee Panel in London. The government continues to maintain nurseries for the benefit of the industry. The first of a number of coffee pulperies is now under construction for processing the coffee berries under controlled conditions.

Pimento Crop Will be Substantially Lower

The exportable quantity of pimento continues to be handled through the Department of Commerce and Industries in Jamaica under the pool purchasing plan. The 1947-48 crop amounted to approximately 2,600 tons. The 1948-49 crop will be substantially lower, the latest estimate being approximately 1,200 to 1,500 tons. During 1948 sales have shown marked improvement both in the North American and in the European markets. Prices remain the same as last year, viz., 104s. 6d. per cwt. f.o.b. to sterling areas, and 19 cents per pound f.o.b. to dollar countries.

The Island's honey crop for 1947-48 is estimated at 1,000,000 pounds. The forecast for the 1948-49 crop is given at 1,300,000 pounds. Jamaica honey is of a high quality and is in good demand in Great Britain; consequently, the government is giving every encouragement to increasing the production of this commodity. The Department of Commerce and Industries is undertaking the marketing on behalf of the Bee Farmers' Association in an attempt to stabilize the industry.

The 1947-48 ginger crop is estimated at 3,441,300 pounds, while the 1948-49 crop, which commenced in December, is estimated to be about the same as last year's, provided favourable weather conditions continue. Ginger is free of any controls, except the customary export permit.

There has been considerable expansion in tomato growing in Jamaica during the past year. Large quantities of fresh fruit have found a ready market in the United States, having been transported by air express, and there is a good demand for both the fresh fruit and the canned juice in the British market. New areas have been brought into cultivation, and while the industry is still in its infancy, there are signs that there will be an increasing demand for this crop for some years to come. Disease has attacked the present crop, which will reduce earlier reports of a bumper season.

Milk Production Increasing

There is a tendency to switch from beef to dairy cattle, despite the higher prices for beef cattle at 100s. per 100 pounds, Grade A. Many

small settlers are now going in for extensive stall-feeding of dairy cattle. As a result, the condensed-milk factory shows an increased output of approximately 30 per cent over last year. It is expected that as from the beginning of 1949 it may not be necessary to import further supplies of condensed milk, as the local factory will take care of the Island's total requirements.

During the year 1947, the Island exported 28,172,533 cigars valued at £901,916, which was a considerable increase over the year 1946, during which the exports amounted to 15,972,626 cigars, with a value of £547,581. For the first six months of 1948, only 10,091,422 cigars valued at £330,499 were exported, this reduction being due to the heavy importations during 1947, which resulted in an overstocked position in the British market. By the end of the year, this should have been worked off, and there is every indication that the market will settle down to a steady trade. The market has developed as a result of the prohibition in Great Britain of cigars from hard-currency countries. As the cigars exported from Jamaica are generally of a high grade, there is every reason to expect that exports will continue to be maintained at fairly high figures for many years to come.

Food Production in New Zealand Shows Little Overall Change in Past Decade

Slaughterings of lambs, sheep, calves, cattle and pigs have slightly increased—Revenue derived from agriculture much higher but volume little changed—Statistics indicate industrial development—Full employment prevails.

By P. V. McLane, Commercial Secretary for Canada

(Editor's Note—This is the last of three articles on economic developments in New Zealand during 1948, prepared for *Foreign Trade*.)

WELLINGTON, January 5, 1949.—Although the necessity for increasing food production in New Zealand has been discussed at frequent intervals, there has been little change in the overall output during the last ten years. Slaughterings of lambs at the meat export works and abattoirs for the year ending last September were 12,321,000, compared with 10,080,000 for 1938-39. Sheep slaughterings were 4,028,000, compared with 3,844,000 in the previous period. The figures for calves were 1,175,000 and 1,034,000 respectively; for cattle, 666,000 and 528,000 respectively; and for pigs, 634,000 and 906,000 respectively.

Revenue derived from agriculture increased from £69,000,000 in 1938-39 to £97,200,000 in 1945-46, the latest date for which figures are available. Production on the farms was valued at £136,100,000 in 1938-39, compared with £201,300,000 in 1945-46. The index for value, which was 100 in 1938-39, rose to 148, whereas that for volume increased to 112.

Dairy production for the year ending June 30, 1948, with figures for the same period 1938-39 in parentheses, was as follows: butterfat, 360,000,000 pounds (347,000,000 pounds); creamery butter, 149,000 tons (145,500 tons); cheese, 86,300 tons (85,300 tons); canned milk products, 29,000 tons (13,600 tons). The output of butter and cheese has been exceeded in a number of years, but canned milk production is rising with a consequent claim on butterfat supplies.

Wool production, which amounted to 327 million pounds (greasy basis) in 1938-39, totalled 357 million pounds during 1947-48. Prices at the auctions have been well maintained, due to bidding by the local mills, which are subsidized, and to continental buying.

There have been no great variations in the output of field crops, wheat output has fallen gradually, whereas barley and peas have shown an increase.

Production of Field Crops in New Zealand

	1946-47	1938-39
	(Bushels)	
Wheat	5,368,000	5,564,000
Oats	2,686,000	2,605,000
Barley	2,027,000	1,077,000
Maize	397,000	269,000
Peas	1,231,000	387,000

Factory production for 1946-47 rose from a value of £114.4 million in 1938-39 to £195.3 million, and the volume of production, in the same period, from 100 to 131. The number of persons engaged has risen steadily from 103,000 in 1938-39 to 134,000 in 1946-47. Cost of materials used has also increased from £75,600,000 to £137,000,000. The index of volume of production is not given for 1946-47, but, with 1938-39 as a base year, the volume rose to 131 in 1945-46. This increased volume was achieved by an increase of 25,000 workers and £47,900,000 worth of materials.

Industrial Distribution of Employment

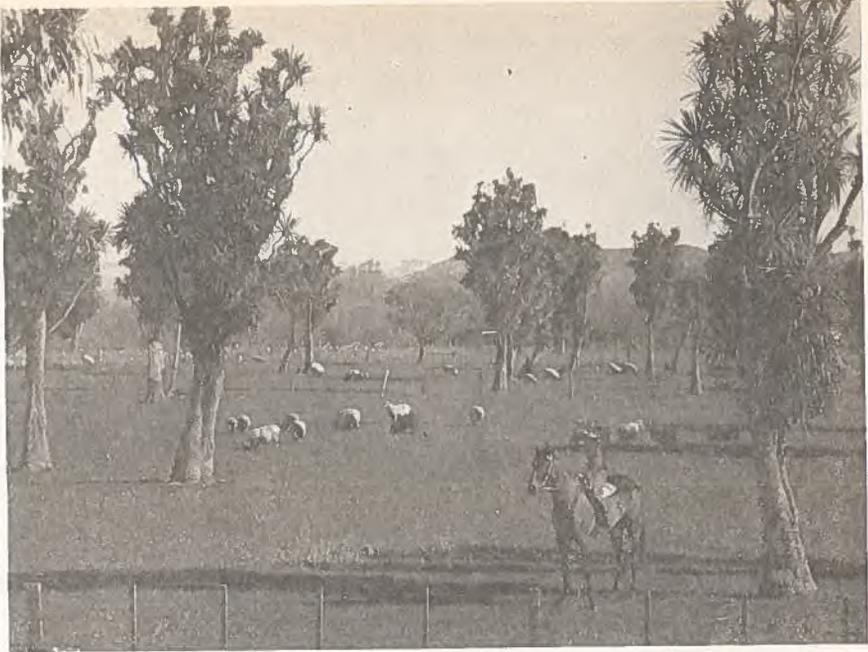
	1936 Census		1945 Census	
	Males	Females	Males	Females
Primary production	168,598	6,515	124,108	10,999
Industrial	129,567	27,751	138,892	39,895
Transport and communication	59,918	2,279	60,297	8,964
Commerce and finance	77,729	24,673	61,441	36,012
Public administration and professional	34,831	27,062	74,830	44,587
Domestic and personal service	12,263	44,482	10,145	22,060
Not specified	22,615	6,165	2,632	522
Actively engaged	505,521	138,927	472,345	163,039
Not actively engaged	250,705	596,331	310,257	657,913
Total	756,226	735,258	782,602	820,952

The table affords evidence of the developing industrial structure of the country. Additional features occurring during the intercensal period are the reduced male employment in primary production, compensated for in some measure by additional female labour; increased female participation generally in industrial activities; diversion of labour from domestic and personal services to industrial pursuits; and, finally, the marked increase in the public administration and professional groups, which includes service personnel and administrative staffs in New Zealand.

Despite the employment of a considerable number of older persons and younger women continuing on or entering active employment, the proportion of persons not actively engaged increased from 56.79 per cent in 1936 to 60.38 in 1945, due to the gradually rising number of people in the older-age groups and the greater number of births in the later war years.

Full Employment Still Prevails

Full employment still prevails in New Zealand. In fact, there were 21,485 vacant positions on November 30, 1948, of which 11,348 jobs were for men and 10,137 for women. These figures comprised those known to the National Employment Service. Judging from the falling off in the labour force in the woollen industry and other basic industries, there would be positions available for a much larger labour force than exists now. Establishment of new industries and the forty-hour week have accentuated the difficulty.



New Zealand—Typical sheep station. Little increase in slaughterings of lambs and sheep has occurred in the past ten years. Wool production also shows little rise over that in 1938-39.

In 1947, there were 133 industrial disputes involving 22,170 workers with a loss of 78,835 working days and some £123,326 in wages. There was more unrest during 1947 than in any of the previous ten years. For the nine months of 1948, there were 78 disputes involving 21,260 workers with a loss of 91,884 working days and some £162,369 in wages.

Miners, dock workers, and members of the building and construction trades proved the most contentious. In the coal mining industry there were 30 disputes involving 7,926 workers and losing 31,916 working days and £60,900 in wages. Dock workers had only seven disputes, but they involved 2,428 workers, and lost 28,679 working days and £38,678 in wages. In the building and construction trade there were 11 disputes which involved 5,513 workers, who lost 22,965 working days and £45,548 in wages.

Unsatisfactory Working Conditions Main Cause of Labour Disputes

In the last few years the leading cause of strikes has been due to unsatisfactory working conditions. Other causes have been distribution of work in coal mines and on wharves, conveyance to and from work, atmospheric conditions in coal mines, accommodation on ships, supply of food, methods of handling cargoes and so forth. There have been disputes with the object of raising wages and a number of strikes were called because the trade unions claimed dismissals of workers were on insufficient grounds.

With respect to wages and salaries of factory workers during the same period, males were paid an average of £254 annually in 1938-39, rising to £377 in 1945-46 and £384 in 1946-47. Females, on the other hand, were paid £108 in 1938-39, £184 in 1945-46 and £194 in 1946-47. These rates are somewhat higher at the present time.

The output in individual industries has, however, been affected by the shortage of staff. Some of the newer industries have been able to attract workers not only from the farms but from some of the basic industries, such as the woollen industry. Recently the New Zealand Retailers' Association approached the government with a request for a substantial importation of wool blankets. The retailers estimated that the increased demand for blankets was 250,000 pairs a year. Before the war the local mills could supply about 200,000 pairs annually. Output is now down to 120,000 pairs.

The Labour Government contends that the expansion of New Zealand's manufacturing industries is to the advantage of Britain and of the world. The expansion should be continued and would do so to an even greater extent over the next ten years. The contention is that New Zealand cannot exist on primary production alone, that manufacturing is complementary to primary production and that it was not possible for primary production alone to absorb the new life of the country. The government controls imports, and no doubt in time will correct the unbalance in industry. There is danger that uneconomic industries will become firmly established and their elimination may be difficult.

Venezuelan Coal Deposits Will Be Exploited by Government

State-owned mines supply about 70 per cent of nation's production—Deposits being kept in reserve for future needs—Domestic output supplies one-fourth of national need.

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

(One bolivar equals Can.\$0.2985)

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

CARACAS, February 2, 1949.—Coal production in Venezuela, on the decline for several years, is the object of intensive government study, the promotion of the exploitation of coal deposits being planned. The principal coal mines are state-owned and located at Naricual (Anzóategui), and their deposits are being kept in reserve until their exploitation becomes an economic necessity, especially when they can be used for national industries of the future. These mines furnish about 70 per cent of the nation's production, and coal mines located in the state of Falcon are only partially exploited. Domestic output supplies about one-fourth only of the national need.

Coal Production in Venezuela

	Volume Metric tons	Index (1920=100)
1920	23,727	100.00
1925	63,634	268.2
1930	9,444	39.8
1936	5,941	25.0
1937	6,585	27.8
1938	5,691	24.0
1939	3,070	12.9
1940	5,364	22.6
1941	5,606	23.6
1942	8,690	36.6
1943	11,479	48.4
1944	8,713	36.7
1945	7,051	29.7
1946	4,358	18.3

Gold mining is carried out mainly in the Ciudad Bolivar region, where the El Callao mine has given extraordinary results under relatively uneconomical methods of working during the last century. There is a gradual shifting eastward, however, towards the British Guiana border. Production has declined steadily since 1940, when a peak of 4,565 kilos was reached. By 1946 it was at 1,510 kilos, while the estimated production for 1947 is only about 520 kilos. Labour and transportation difficulties plus lack of equipment have contributed to this drop in production.

Gold Production and Exports

	Production		Exports (uncoined)	
	Kilos	Index 1938=100	Kilos	1,000 bolivars
1920	586	....	736	2,488
1925	524	....	782	2,616
1930	1,791	....	1,994	5,845
1936	3,421	....	3,610	14,711
1938	3,576	100.0	3,649	14,907
1939	4,560	127.5	4,363	17,623
1940	4,565	127.6	3,997	16,786
1941	4,056	113.4	3,786	15,995
1942	3,607	100.9	2,840	13,885
1943	2,570	71.9	2,266	8,734
1944	2,417	67.6	2,057	7,124
1945	2,389	66.8	2,721	7,248
1946	1,510	42.2	873	2,297

Since 1937, Venezuela has been an important source of diamonds, of which 70 per cent are industrial diamonds and the remainder gems. Large deposits discovered along the Rio Pao in 1937 account for most of the output, which is shipped through Ciudad Bolivar.

Production of Diamonds

	Carats	Index 1938=100
1938	13,600	100.0
1939	7,969	58.6
1940	14,525	106.8
1941	20,417	216.3
1942	34,047	250.3
1943	22,846	168.0
1944	22,037	162.0
1945	12,762	93.8
1946	20,912	153.7
1947	61,634	453.1

Statistics are lacking concerning the exploitation of the remainder of Venezuela's mineral resources, but it can safely be stated that most of the mineral deposits are as yet in the early stages of commercial development.

Asbestos deposits, in the State of Cojedes, are reported to cover more than 15,000 acres. In the year 1943, an asbestos plant capitalized at \$675,000 was built with an expected capacity of 20 tons a day for export. Production in 1946 was about 8,000 metric tons, from which some 50,000 kilos of asbestos fibre was produced.

First Shipment of Iron Ore This Spring

Extensive iron ore deposits exist in the Rio Orinoco basin, but have not been commercially developed. Exploitation of these deposits, which represent a great national reserve of between 60 and 100 million tons, is being initiated by the Bethlehem Steel Corporation. First shipments of high-grade iron ore are expected to take place in the spring of 1949. It is estimated that 2 million tons of iron ore will be exported yearly. The

deposits are rich enough to allow large-scale production for at least 25 years. The ores have a very high mineral content, and it is expected that an average of 66 per cent will be reached.

A government-sponsored experiment is being carried out at present in the United States for the industrial reduction of iron ore by means of petroleum gas. It is reckoned that, if the experiments are successful, Venezuela would be able to produce first-class steel at a cost of \$12-\$15 per metric ton, as compared with \$40 in the United States at present.

Cinnabar ore deposits are found in the State of Lara, with an annual production estimated at 200 tons containing 8 per cent mercury. Work commenced in 1942 and during that year more than 2 metric tons were produced.

Magnesite deposits capable of a monthly production of 1,000 tons exist on the island of Margarita, but have been only partially exploited.

Copper production was virtually abandoned during the war. It had never been produced in large quantities and a maximum of 46,000 tons was reached in 1925.

Salt is Government Monopoly

Salt abounds in several coastal salt-pits, the most important being in the peninsula of Araya, State of Sucre. It is exploited as a government monopoly in increasing quantities, and produces an average revenue of about Bs.3 million. Local production takes care of demand, occasionally leaving a small surplus for export (some 100 metric tons in 1943). Production in 1946 was 90.5 metric tons, or three times the figure for 1938. The estimate for 1948 is 51.3 metric tons.

Asphalt is exported by an American firm from wells at Guanoco, an asphalt lake of 1,000 acres with a thickness of almost 3 metres. The company's exports, which reached 20,152 metric tons in 1931, have recently fallen away almost entirely. There are many other deposits in the country, but none of them is worked.

Other mineral resources include phosphates, nickel, trona, tin, lead, mica, emeralds, vanadium and rock crystal, most of which are still undeveloped. Plans are being studied for the exploitation of phosphates, nickel and trona.

Seven Tanneries Being Established in Pakistan

Seven well-equipped tanneries will be producing at full capacity in Pakistan by the end of 1950. Completion of these tanneries will make Pakistan self-sufficient in finished leather and will provide an exportable surplus sufficient to supply the needs of Iran. By 1952, when further tanneries will be brought into production, it is expected that Pakistan will be able to export finished leather to India as well as supplying a part of the middle east markets.—(*Pakistan Affairs.*)

German Institute Advises Imitations of Neosalvarsan Being Sold

Frankfurt, January 20, 1949—(FTS)—The Paul Ehrlich Institute, official German organization for testing and standardization of pharmaceuticals, advises that imitations of neosalvarsan are being sold to the international trade. The institute calls to the attention of physicians, pharmacists, chemists and others concerned that only officially examined salvarsan preparations are genuine salvarsan products and that the wrapping of ampullae of such products bear a mark testifying that they have been so examined.

Iran Plans Extensive Development of Her Agricultural and Industrial Economy

Seven-year development plan will cost \$650 million—Joint-stock Iranian Oil Company provided for from funds—Social and municipal reforms to be allowed—Government may borrow \$250 million from International Bank for Reconstruction and Development to finance plan.

By J. M. Boyer, Canadian Government Trade Commissioner

CAIRO, January 18, 1949.—Under a seven-year development plan, forecast for Iran during the coming year, a total of \$650 million will be spent on large-scale agricultural and industrial development. The broad, original planning, now completed, has been under discussion for several years, and it is hoped that approval of the "Majlis"—the legislative body of Iran—may be received within the next few months.

Development of agriculture is the most important work, and the scheme allows an expenditure of 25 per cent of the total cost in this respect. Included in this program are irrigation, the construction of dams, the establishment of research and experimental stations, the prevention and control of plant and animal diseases, conservation of forests and pastures, establishment of co-operative societies, the import of agricultural machinery and manufacture of chemical fertilizer.

Improvement of communications is next in importance, with 24 per cent of the total cost being allotted to construction and improvement of railways, roads, harbours and airports.

Capital for Oil Company Planned from Funds

Third in importance is the development of industries and mines, accounting for 14 per cent of the total. In addition to mining, it is planned to develop and improve textiles, sugar, iron, chemical industries, cement, china, glass, rug-making and other miscellaneous industries. Provision from the total funds of the capital for a joint-stock Iranian Oil Company is also contemplated. Posts, telegraph and telephone services will be extended by an expenditure of 3½ per cent of the total.

In addition, provision is made for important expenditures in social and municipal reform, including the construction of houses, the assistance to municipalities with provision of water and power, and the improvement of public hygiene and technical education.

To finance this development, it is planned that the Iranian government may borrow a total of \$250 million from the International Bank for Reconstruction and Development. In addition, authority will be obtained to borrow from Iranian and other banking and commercial institutions. For the first year, a portion of the income derived from the Anglo-Iranian Oil Company is to be set aside for the funding of the seven-year plan and, for the six remaining years, the whole of such income is to be thus appropriated.

DIRECTORY INFORMATION

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

Monthly Summary of Foreign Trade

Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	62.8	70.3	177.3	242.0	230.5	189.1	208.6	235.4
February.....	57.4	59.6	167.7	227.2	236.4	153.1	179.5	208.3
March.....	71.1	73.3	205.2	282.7	301.2	178.4	209.0	228.4
April.....	48.5	50.9	227.7	282.9	312.3	178.5	190.9	212.3
May.....	75.6	67.0	250.6	368.4	315.2	197.0	267.8	282.3
June.....	73.3	66.0	249.2	343.2	322.8	166.7	272.7	233.5
July.....	74.4	66.2	303.6	278.7	282.7	188.7	236.6	250.9
August.....	77.1	69.1	292.9	257.0	295.0	242.7	221.3	224.1
September.....	76.8	72.2	244.9	264.6	220.8	169.8	218.6	253.0
October.....	91.3	88.2	259.8	314.0	227.9	204.2	250.8	307.0
November.....	95.0	86.0	289.9	312.5	238.6	232.2	253.1	293.9
December.....	81.3	68.9	302.6	266.9	234.8	211.9	266.2	316.4
Total.....	884.5	837.6	2,971.5	3,440.0	3,218.3	2,312.2	2,774.9	3,075.4

Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	44.6	49.7	127.3	126.4	129.7	140.3	173.8	206.1
February.....	42.9	47.0	114.4	138.4	112.4	117.0	177.1	182.2
March.....	59.1	65.1	146.1	150.8	132.5	139.9	208.9	197.1
April.....	45.3	48.9	150.7	137.5	133.8	160.8	225.6	226.7
May.....	60.1	67.1	154.4	159.0	143.8	164.2	240.3	225.1
June.....	60.5	58.9	146.8	152.5	146.5	157.7	231.1	233.0
July.....	57.6	55.8	150.9	148.5	138.7	161.6	226.8	225.1
August.....	57.9	57.0	149.1	157.3	128.1	163.2	204.6	206.5
September.....	59.6	56.4	137.3	159.7	122.3	156.1	208.1	221.7
October.....	68.6	63.9	162.9	160.1	134.4	186.4	254.5	243.4
November.....	70.1	63.3	160.3	141.6	142.4	198.2	229.1	238.2
December.....	52.2	44.3	134.9	127.2	121.2	181.9	194.2	232.0
Total.....	684.6	677.5	1,735.1	1,758.9	1,585.8	1,927.3	2,573.9	2,636.9

Balance of Trade with all Countries (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	+ 19.0+	+ 21.8+	+ 51.2+	+ 119.6+	+ 104.2+	+ 51.0+	+ 36.7+	+ 33.0
February.....	+ 15.3+	+ 13.5+	+ 55.1+	+ 90.9+	+ 128.0+	+ 37.7+	+ 4.7+	+ 28.1
March.....	+ 13.0+	+ 9.2+	+ 60.5+	+ 139.2+	+ 174.5+	+ 40.0+	+ 3.0+	+ 33.9
April.....	+ 4.0+	+ 2.6+	+ 78.4+	+ 149.2+	+ 184.3+	+ 19.5-	+ 32.2-	+ 11.6
May.....	+ 10.6+	+ .8+	+ 98.9+	+ 211.8+	+ 174.9+	+ 34.6+	+ 30.9+	+ 62.4
June.....	+ 13.8+	+ 7.9+	+ 104.4+	+ 193.5+	+ 180.7+	+ 11.1+	+ 45.3+	+ 3.0
July.....	+ 17.9+	+ 11.4+	+ 155.6+	+ 133.3+	+ 147.4+	+ 29.6+	+ 12.8+	+ 28.4
August.....	+ 20.3+	+ 12.9+	+ 146.0+	+ 101.9+	+ 172.5+	+ 82.8+	+ 20.3+	+ 20.0
September.....	+ 18.3+	+ 16.7+	+ 110.1+	+ 107.6+	+ 102.7+	+ 15.8+	+ 13.4+	+ 64.4
October.....	+ 23.8+	+ 25.3+	+ 100.0+	+ 158.4+	+ 98.5+	+ 20.2-	+ 0.8-	+ 66.0
November.....	+ 26.2+	+ 23.5+	+ 133.1+	+ 175.9+	+ 98.8+	+ 37.0+	+ 26.9+	+ 58.2
December.....	+ 30.3+	+ 25.6+	+ 173.1+	+ 142.9+	+ 115.2+	+ 32.4+	+ 76.7+	+ 87.3
Total.....	+ 212.5+	+ 171.2+	+ 1,266.3	+ 1,724.2	+ 1,681.6	+ 411.9	+ 237.8	+ 473.1

Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts. The value of "Foreign Exports" is not included under the tabular heading "Canadian Exports", for which reason figures showing the balance of trade do not represent the difference between those for exports and imports

Canadian Exports to the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	25.5	33.6	42.6	94.8	83.2	51.1	50.5	64.9
February.....	23.6	27.3	51.9	78.2	67.5	37.9	44.9	51.7
March.....	26.4	27.8	65.0	110.4	108.8	50.5	47.6	59.2
April.....	16.4	18.8	89.3	101.2	109.1	41.0	43.1	44.4
May.....	30.5	27.9	95.5	140.2	115.6	54.9	90.5	85.1
June.....	28.9	25.6	105.6	127.9	94.6	30.6	76.2	54.2
July.....	30.5	25.8	124.4	104.9	83.0	40.4	69.4	56.3
August.....	31.3	26.7	111.9	90.2	66.6	71.9	66.0	52.5
September.....	30.8	28.9	77.7	94.4	58.8	54.3	54.5	47.9
October.....	38.4	36.0	73.4	112.6	56.3	47.7	66.8	65.6
November.....	41.4	35.8	106.0	102.2	52.4	57.9	69.3	56.7
December.....	30.0	25.5	89.5	77.9	66.4	59.4	72.5	48.5
Total.....	353.6	339.7	1,032.6	1,235.0	963.2	597.5	751.2	686.9

Canadian Imports from the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	8.0	8.9	8.6	7.1	9.4	20.1	14.3	21.6
February.....	8.1	3.8	9.6	6.7	6.7	13.0	10.5	17.9
March.....	10.9	11.5	12.2	9.8	9.3	14.4	13.8	21.6
April.....	8.4	9.2	12.7	8.4	12.0	21.2	12.7	24.6
May.....	12.7	11.9	12.5	13.0	15.2	18.8	15.2	27.4
June.....	10.8	9.2	9.7	9.4	13.8	23.4	18.1	26.0
July.....	11.3	9.7	14.2	5.9	12.0	21.9	17.7	29.4
August.....	11.4	10.4	10.9	4.6	10.7	14.5	15.1	24.7
September.....	10.5	10.0	9.9	7.1	9.6	12.0	15.6	24.1
October.....	11.0	11.6	13.3	18.1	12.1	15.6	18.3	29.3
November.....	13.0	11.0	12.8	11.1	14.8	14.9	17.8	28.3
December.....	8.0	7.0	8.6	9.4	14.9	11.7	20.3	24.6
Total.....	124.0	119.3	135.0	110.6	140.5	201.4	189.4	299.5

Balance of Trade with the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January..	+ 17.7+	+ 24.8+	+ 34.1+	+ 88.2+	+ 74.5+	+ 31.2+	+ 36.3+	+ 43.4
February..	+ 14.6+	+ 18.7+	+ 42.7+	+ 72.0+	+ 61.4+	+ 24.9+	+ 34.5+	+ 33.9
March.....	+ 15.6+	+ 16.4+	+ 53.0+	+ 100.7+	+ 101.5+	+ 36.2+	+ 33.9+	+ 37.7
April.....	+ 9.1+	+ 9.6+	+ 77.0+	+ 93.0+	+ 98.9+	+ 19.8+	+ 30.4+	+ 19.8
May.....	+ 17.7+	+ 16.2+	+ 83.9+	+ 127.3+	+ 101.1+	+ 36.2+	+ 75.6+	+ 57.8
June.....	+ 18.3+	+ 16.6+	+ 96.1+	+ 118.6+	+ 81.3+	+ 7.3+	+ 58.2+	+ 28.3
July.....	+ 19.4+	+ 16.3+	+ 111.0+	+ 99.3+	+ 72.2+	+ 18.6+	+ 52.0+	+ 27.1
August.....	+ 20.0+	+ 16.5+	+ 101.4+	+ 85.7+	+ 56.8+	+ 57.5+	+ 51.1+	+ 27.9
September.....	+ 20.3+	+ 19.0+	+ 68.0+	+ 87.7+	+ 49.2+	+ 42.4+	+ 39.4+	+ 24.1
October.....	+ 27.5+	+ 24.6+	+ 60.3+	+ 94.9+	+ 44.8+	+ 32.1+	+ 48.7+	+ 36.5
November.....	+ 28.4+	+ 24.8+	+ 93.7+	+ 91.3+	+ 37.7+	+ 43.3+	+ 51.6+	+ 28.6
December.....	+ 22.1+	+ 18.6+	+ 81.0+	+ 68.7+	+ 51.6+	+ 47.8+	+ 52.5+	+ 24.0
Total.....	+ 230.8+	+ 222.1+	+ 902.3+	+ 1,127.5+	+ 830.9+	+ 397.4+	+ 564.3+	+ 389.2

Canadian Exports to the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	22.1	20.0	91.2	85.3	84.7	62.3	79.5	105.0
February.....	19.7	16.8	81.1	91.6	91.5	57.6	69.4	94.8
March.....	25.9	22.7	88.1	97.4	103.3	66.5	83.1	112.5
April.....	20.1	18.0	81.7	120.3	109.1	71.4	88.3	109.2
May.....	26.1	20.4	88.8	131.9	117.2	72.2	79.8	114.7
June.....	25.1	20.0	90.9	111.2	112.3	66.5	82.0	109.8
July.....	25.9	21.0	90.8	98.8	102.7	74.8	82.1	118.9
August.....	28.3	25.3	91.2	86.0	112.6	75.0	81.4	114.0
September.....	29.4	25.1	94.0	110.5	84.8	69.6	87.5	162.0
October.....	33.5	28.0	112.8	123.0	88.4	99.1	102.4	148.9
November.....	31.9	28.4	108.3	118.9	101.2	89.2	92.9	163.3
December.....	33.3	24.7	130.2	126.4	88.9	83.9	106.0	147.8
Total.....	321.3	270.5	1,149.2	1,301.3	1,197.0	887.9	1,034.2	1,501.0

Canadian Imports from the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	28.7	32.3	104.8	106.3	101.8	97.4	136.4	150.0
February.....	27.9	31.2	94.2	115.8	92.8	86.0	138.4	136.8
March.....	38.0	42.9	120.0	123.3	105.3	100.1	165.1	138.3
April.....	29.2	31.4	124.4	114.4	102.7	114.8	181.6	159.5
May.....	38.3	40.5	124.0	127.0	104.8	113.4	184.7	145.0
June.....	36.4	37.1	121.1	122.2	110.7	106.6	174.7	154.9
July.....	33.4	34.1	120.0	124.0	103.5	112.5	168.9	149.5
August.....	33.7	35.3	124.9	138.3	96.8	123.1	155.3	136.1
September.....	36.2	34.7	113.5	135.6	89.6	115.8	163.0	152.7
October.....	42.5	38.5	134.5	121.4	101.3	140.4	190.4	160.2
November.....	40.8	37.6	130.9	116.1	103.3	149.5	174.4	163.4
December.....	33.6	29.2	111.5	102.9	89.9	145.6	141.7	159.4
Totals.....	418.7	424.7	1,423.7	1,447.2	1,202.4	1,405.3	1,974.7	1,805.8

Balance of Trade with the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	- 5.9 -	- 11.3 -	- 12.8 -	- 18.3 -	- 15.0 -	- 33.2 -	- 55.8 -	- 43.2
February.....	- 7.5 -	- 13.8 -	- 12.0 -	- 22.7 +	- 1.9 -	- 27.1 -	- 67.1 -	- 40.4
March.....	- 10.3 -	- 19.5 -	- 30.9 -	- 19.4 +	- 1.7 -	- 32.4 -	- 80.2 -	- 24.2
April.....	- 8.4 -	- 12.8 -	- 41.9 +	- 9.0 +	- 10.1 -	- 41.9 -	- 91.6 -	- 48.0
May.....	- 11.0 -	- 19.5 -	- 33.8 +	- 6.8 +	- 15.0 -	- 39.9 -	- 102.7 -	- 28.7
June.....	- 10.5 -	- 16.5 -	- 28.7 -	- 9.0 +	- 3.8 -	- 38.5 -	- 90.5 -	- 43.5
July.....	- 6.6 -	- 12.4 -	- 27.3 -	- 23.3 +	- 1.5 -	- 35.9 -	- 84.9 -	- 28.6
August.....	- 4.5 -	- 9.4 -	- 32.3 -	- 50.4 +	- 18.2 -	- 45.6 -	- 71.6 -	- 20.3
September.....	- 5.9 -	- 8.9 -	- 17.6 -	- 23.0 -	- 2.3 -	- 44.7 -	- 73.8 +	- 11.4
October.....	- 8.0 -	- 9.7 -	- 20.4 +	- 5.2 -	- 9.9 -	- 39.4 -	- 86.2 -	- 9.6
November.....	- 7.7 -	- 8.6 -	- 20.4 +	- 6.4 -	- 0.1 -	- 58.1 -	- 79.8 +	- 1.5
December.....	- 0.7 -	- 3.7 +	- 21.2 +	- 25.9 +	- 0.1 -	- 60.1 -	- 33.9 -	- 9.9
Total.....	- 87.0 -	- 146.0 -	- 257.0 -	- 112.7 +	- 25.0 -	- 496.7 -	- 918.1 -	- 253.6

Newfoundland Trade Inquiries

St. John's, Newfoundland.—Importers and commission agents in this Colony are giving some consideration to the establishment of closer connections with Canadian exporters.

In an effort to assist such firms, the office of the Commercial Secretary for Canada in Newfoundland has undertaken to furnish lists of products required by reliable importers and commission agents for publication in *Foreign Trade*.

Canadian exporters interested in supplying any of the products listed should communicate with the Commercial Secretary for Canada in this city, indicating the products they are prepared to make available, and quoting the serial number shown below. The Commercial Secretary for Canada will then notify the firms in Newfoundland that have registered their requirements at his office. They will likely communicate with one or other of the Canadian exporters that has taken advantage of this service.

The fourth list of Newfoundland Trade Inquiries is published below. The others appeared in the January 1st, January 15th and February 5th issues of *Foreign Trade*.

Importers—

- IM 31—Canned foods; drug store lines, stationery.
- IM 32—Canned or bottled pickles; jams and sauces; fruits; vegetables; confectionery; earthen tableware.
- IM 33—Will carry stock or sell on commission basis the following: packing house products; cheese and dairy products; canned vegetables; canned fruits; soda fountain supplies; paper bags; paper products.
- IM 34—Machine tools; pumps; industrial equipment.
- IM 35—Heavy machinery, including road, construction, crushing, cement and street-cleaning machinery.
- IM 36—Fishing tackle; sporting rifles; shotguns.
- IM 37—Greeting cards; toys; novelties; decorations.
- IM 38—Machine and automotive equipment; roofing; wallboard; plastic finishes; metal mouldings.
- IM 39—Towels; cotton blankets; rayon piece-goods; overalls; oiled clothing; men's boots and shoes.
- IM 40—Beauty parlour equipment; cosmetics; drugs; hardware.

Agents—

- CA 10—Pickled beef; foodstuffs; hosiery; ladies' underwear; ready-made clothing; ladies' blouses; piece-goods; hardware; chinaware.
- CA 11—Waxed printed paper.
- CA 12—Shoe leathers.
- CA 13—Hockey sticks; ice skates; bicycles; tricycles.

Great Britain to Relax Control Over Paper

London, January 19, 1949.—(FTS)—Effective March 6, licensing arrangements for paper will be simplified. As a result, paper for books, stationery, boxes, cartons and other minor uses should be freely available without individual licences or quotas up to the full extent of the limits set by the supply position.

Under the new scheme, bulk licences will be given to papermakers and importers, authorizing them to deliver or convert any paper produced or imported by them with certain specific exceptions. In these exceptional cases the present practice of granting licences against individual applications will continue. The principal types of paper in this category are: Newsprint, wallpaper, sack kraft paper, insulating cable paper, grey felt paper, kraft linen board and other types of paper used for fibreboard packing cases or double-backed corrugated board, and any paper used for the production of bags. Consideration is also being given to the position of building boards.

The existing restrictions on mill production and import licence control over paper and board will continue, while the use of paper for newspapers, periodicals, advertising, etc., will still be restricted by the Paper Control Orders. Price controls remain unaffected.



Industrial Inquiries

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

Wool Winder—A British inventor has produced a wool winder for use primarily in the home and in handicraft industries where it is necessary to wind skeins of wool in balls for convenient knitting. The inventor desires to contact a Canadian firm interested in producing this patented item on a royalty or licence basis. (File 5-495.)

Pie Plate—A Canadian inventor has perfected a new type of pie plate which permits the equal division of a pie, each piece being easily and accurately cut to uniform size. (File: 5-583.)

Improvement in Enlarging Apparatus—A Polish refugee, now a resident of Stockholm, has invented and patented a certain improvement in photographic enlarging apparatus which he desires to have manufactured in Canada under his direction, his further desire being to enter Canada as an immigrant. (File: 5-817-B.)

Service Dispatch System—A United States manufacturer of inter-office or inter-department communication systems adapted particularly for use by large automobile dealers in their repair departments, desires to contact a Canadian firm which would be interested in producing and distributing these systems in Canada.

This system comprises a master unit to be located in the service dispatcher's office, with ten or more remote speaker units located in the various service departments. (File: 5-553.)

Aluminum Rolling Stock Ordered by British Railway

London, January 19, 1949.—(FTS)—Lightweight rolling stock, the first of its kind to be run in Great Britain, has been ordered by the London Transport Executive. This new technical departure in the manufacture of trains will result in expanded markets for aluminum. The order is for 90 cars at a cost of approximately £1,250,000.

The first of the cars is expected to be completed in two years. Each car will be over three tons lighter than the present steel cars. The saving in steel amounts to nearly 60 tons in an eight-car train, instead of which there will be about 30 tons of aluminum alloy. The bogies and wheels of the new cars will continue to be made of steel.

Australia Ships Rabbits to Canada

Melbourne, February 9, 1949.—(FTS)—Rabbits, which have been closely identified with the economy of Australia since these animals were first introduced to this country, are now being shipped to Canada. There is little danger of their becoming pests in the Dominion, as in this Commonwealth, for the shipment will arrive at its destination in frozen form.

A total of 38,400 pounds, in 640 cases, is scheduled to leave Sydney, N.S.W., on February 24, aboard the *S.S. Aorangi* for Vancouver, where distribution will be made to the restaurant trade. These are Victorian rabbits, however, having been captured in the State of Victoria, of which this city is the capital.

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

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.
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.

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.

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.

Numerous Agricultural Research Schemes in Operation in India

New Delhi, November 19, 1948.—(FTS)—According to the Annual Report of the Indian Council of Agricultural Research for 1947, recently published, Russian, Chinese and American varieties of rice fared well in Kashmir State. Some Chinese strains that were introduced into Madras were found to be fairly resistant to the blast and foot-rot diseases. Research work was continued on brown, yellow and black rust, and there is now an indication that persistence of rust from year to year is due to the over-summering of rust on early-sown wheat crops in the hill areas.

There are at present in India twenty-six horticultural and fruit research schemes in operation, of which ten are on citrous fruits. Five schemes on potato research are in operation, and preliminary trials have indicated that the yield obtained from sproutlings compares favourably with that from whole tubers.

With regard to the storing of cereal grains, it has been established that grains mixed with powdered neem leaves suffer the least damage, and mercury dispersion powder can also be used as a preservative. Experiments have also shown that pure breeds of fowls that have been imported do not produce more eggs than the native variety under similar feeding conditions.

Trade and Tariff Regulations

Barbados Announces Certain Relaxations in Import Licensing

Port of Spain, January 24, 1949.—(FTS)—Importers in Barbados were advised by the Controller of Supplies on January 22 that applications for licences will be considered for the importation of restricted quantities of empty glass bottles of Canadian or United States origin for export of bottled rum to hard-currency areas.

Another notice of the same date advised importers that licences will be issued for the importation of adding and calculating machines from Canada or the United States up to the limit of quotas fixed in quantity for 1947, and within the dollar allocation for 1949, provided similar machines are not obtainable from the United Kingdom.

The Controller has also announced that for the present licences will not be granted for importation of cement from sources other than the United Kingdom and her colonies.

Guatemala Suspends Wheat Imports

Guatemala City, January 31, 1949.—(FTS)—Imports of wheat flour have been suspended temporarily by a resolution of January 28, 1948, with the exception of orders confirmed before the date of this resolution. All importers with confirmed orders must apply at the General Economy Offices for an import licence, without which they will be unable to withdraw the flour from the customs. Local millers will continue to purchase wheat and sell flour at the established prices.

The purpose of this order is to protect and stimulate domestic agriculture by maintaining prices which, it is stated, are in danger of collapsing if the market becomes flooded with foreign flour.

India to Enforce Labelling of Patent Medicines

New Delhi, December 6, 1949.—(FTS)—A notification of the Ministry of Health of the Government of India dated September 29, 1948, announced that the labelling requirements of the Drugs Rules 1945, made under the Drugs Act, 1940, will become effective on April 1, 1949. By this announcement no patent or proprietary medicines (i.e., non-pharmacopoeial drugs) may be imported, manufactured, or sold in India, unless they bear on their label either their composition or the number of the registration certificate granted by the Central Drugs Laboratory, Calcutta.

The relevant section of the Drugs Rules, 1945, is as follows: "103. Additional provisions for patent or proprietary medicines.—(1) There shall be printed or written in indelible ink on the outer label of every package containing a registered patent or proprietary medicine the letters "CDL" followed by the registration number of the medicine allotted by the Central Drugs Laboratory; and no other reference to the certificate of registration or to the fact of registration shall be made on any label on the container or any covering in which the container is packed or on any other written matter or advertisement enclosed therein. (2) The name and address of the manufacturer shall be printed on the label of the container of a patent or proprietary medicine. (3) The true formula or list of ingredients shall be printed or written in indelible ink on the outer label of every package containing an unregistered patent or proprietary medicine."

The notification states that the control will be rigidly enforced with effect from April 1, 1949. After that date, import into, or manufacture or sale in, India of patent and proprietary medicines which are not labelled

Trade and Tariff Regulations—*Concluded*

in accordance with the rules will in no case be permitted. Traders in India have been advised to dispose of all existing stocks which are not labelled according to the rules, and to refrain from making any further purchases of patent and proprietary medicines not so labelled.

A copy of the Drugs Act 1940 and of the Drugs Rules 1945 is on file in the Foreign Tariffs Section, Department of Trade and Commerce, Ottawa.

Ireland Imposes Duty on Certain Artificial Silk Piece-goods

Dublin, January 20, 1949.—(FTS)—Effective January 19, 1949, Ireland has imposed a customs duty of 50 per cent ad valorem on woven piece-goods containing not less than 40 per cent by weight of artificial silk which (a) exceed 25 inches in width; (b) are not less than 2½ ounces or more than 8 ounces in weight per square yard; and (c) are of a value exceeding 1s. 6d. per square yard. A preferential rate one-third lower, i.e., 33½ per cent ad valorem, is provided for products of Commonwealth countries.

Goods made partly of wool and not less than 7 ounces in weight per square yard are exempted from the operation of the duty. The Revenue Commissioners are empowered to allow importation, subject to compliance with such conditions as they think fit to impose, without payment of duty of any article which is patterned by colour otherwise than patterned in stripes, or is made wholly from spun artificial silk staple fibre, or is velvet or velveteen, or has been subject to a process of proofing. A conditional licensing provision for importation free or at a reduced rate of duty is attached, which also provides for duty-free re-importation after certain processing abroad.

The duties on silk or artificial silk piece-goods mentioned under the various headings at Irish Tariff Reference 272 are at present suspended, and the new duty now imposed is to protect the local artificial silk piece-goods industry, which complained that it was unable to compete in price with imported products.

Duty-free Entry of Eggs into Venezuela Provided by Decree

Caracas, January 18, 1949.—(FTS)—Importation of shell eggs of Grades AA and A into Venezuela free of customs duty was provided for by a decree of August 3, 1948. This was modified by regulations issued on September 16, which provide that, during the period June 1 to November 30, the percentage of Grade A eggs must not be less than 65 per cent and during the remainder of the year, 80 per cent. Shipments, at whatever time of the year, must be made under refrigeration and the egg shells must be suitably processed to increase their preservation under normal conditions. A certificate of the health authorities of the country of origin, specifying the grade, must be issued at approximately the same time as the shipment is made.

Data for Exporters Compiled

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service. Countries concerning which such information is now available in a revised form are: Cuba, Denmark, Guatemala, Italy, Mexico, Norway, Sweden and Switzerland. Data on other countries will be made available from time to time.



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 date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. 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.

Departures from Halifax

*Sails from Saint John about three days earlier.

†Calls at Saint John a few days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenço Marques...	February 21-23	<i>Vancouver County</i>	March Shipping
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	February 21-23	<i>Vancouver County</i>	March Shipping
Argentina— Buenos Aires... =... Buenos Aires..... Buenos Aires.....	February 18-23 March 4-8 March 10-15	<i>Brazilian Prince</i> <i>Bowhill</i> <i>Mormactide</i>	Furness Withy Cunard Donaldson Montreal Shipping
Belgium— Antwerp..... Antwerp.....	March 7-11 March 25	<i>Vasaholm</i> <i>Rouen</i>	Swedish American Furness Withy
Brazil— Rio de Janeiro..... Santos.....	February 18-23 March 4-8 March 10-15	<i>Brazilian Prince</i> <i>Bowhill</i> <i>Mormactide</i>	Furness Withy Cunard Donaldson Montreal Shipping
Celebes— Macassar..... Macassar.....	March 18 March 16-20	<i>Tarakan</i> <i>Roebiah</i>	Cunard Donaldson Cunard Donaldson
Ceylon— Colombo.....	February 15-25	<i>Cliffside</i>	March Shipping
China— Shanghai.....	March 5-15	<i>Oceanside</i>	March Shipping
Colombia— Barranquilla..... Barranquilla.....	March 10-12 March 29-31	† <i>Brush</i> † <i>Polykarp</i>	Swedish American Swedish American
Cuba— Santiago..... Havana.....	March 1-3 March 14-17 March 25-28	<i>Lake Traverse</i> † <i>Krageholm</i> † <i>Tunaholm</i>	Pickford and Black Swedish American Swedish American
Denmark— Copenhagen.....	March 7-11	<i>Vasaholm</i>	Swedish American

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Dominican Republic— Ciudad Trujillo.....	March 1-3	<i>Lake Traverse</i>	Pickford and Black
Egypt— Alexandria.....	February 15-25	<i>Cliffside</i>	March Shipping
Finland— Helsinki.....	March 7-11	<i>Vasaholm</i>	Swedish American
France— Le Havre.....	March 7-11	<i>Vasaholm</i>	Swedish American
Le Havre.....	March 25	<i>Rouen</i>	Furness Withy
Marseilles.....	March 13	<i>Capo Arma</i>	Furness Withy
Germany— Bremen.....	March 7-11	<i>Vasaholm</i>	Swedish American
Hamburg.....			
Hong Kong.....	February 15-25	<i>Cliffside</i>	March Shipping
	March 5-15	<i>Oceanside</i>	March Shipping
India and Pakistan— Karachi.....	February 15-25	<i>Cliffside</i>	March Shipping
Madras.....			
Bombay.....			
Calcutta.....			
Indonesia— Batavia.....	February 22-26	<i>Santa Clara</i>	Isthmian Steamships
Soerabaya.....	March 18	<i>Victory Tarakan</i>	Cunard Donaldson
Belawan-Deli.....			
Batavia.....	March 18	<i>Tarakan</i>	Cunard Donaldson
Cheribon.....			
Soerabaya.....			
Samarang.....			
Italy— West Coast Ports....	March 13	<i>Capo Arma</i>	Furness Withy
Malaya— Penang.....	February 22-26	<i>Santa Clara</i>	Isthmian Steamships
Port Swettenham....	March 18	<i>Victory Tarakan</i>	Cunard Donaldson
	March 16-20	<i>Roebiah</i>	Cunard Donaldson
Mexico— Veracruz.....	March 14-17	† <i>Krageholm</i>	Swedish American
Veracruz.....	March 25-28	† <i>Tunaholm</i>	Swedish American
Netherlands— Amsterdam.....	March 7-11	<i>Vasaholm</i>	Swedish American
Rotterdam.....			
Netherlands Antilles— Curacao.....	March 10-12	† <i>Brush</i>	Swedish American
Curacao.....	March 29-31	† <i>Polykarp</i>	Swedish American
Newfoundland— St. John's.....	February 14	<i>Island Connector</i>	Clarke Steamships
St. John's.....	February 15-18	<i>Fort Townshend</i>	Furness Withy
St. John's.....	February 17-20	<i>Fort Amherst</i>	Furness Withy
St. John's.....	February 22	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	February 19-22	<i>Blue Seal</i>	Montreal Shipping
St. John's.....	February 19-22	<i>Kellic</i>	Shaw Steamships
St. John's.....	February 22-25	<i>Fort Amherst</i>	Furness Withy
St. John's.....	February 23	<i>Island Connector</i>	Clarke Steamships
St. John's.....	February 24-27	<i>Fort Townshend</i>	Furness Withy
St. John's.....	March 2	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	March 2	<i>Nova Scotia (r)</i>	Furness Withy
St. John's.....	March 2-5	<i>Kellic</i>	Shaw Steamships
St. John's.....	March 3-6	<i>Fort Amherst</i>	Furness Withy
St. John's.....	March 4	<i>Island Connector</i>	Clarke Steamships
St. John's.....	March 4-7	<i>Blue Cloud</i>	Montreal Shipping

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—			
Con.			
St. John's.....	March 7-10	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	March 10-13	<i>Fort Townshend</i>	Furness Withy
St. John's.....	March 14	<i>Island Connector</i>	Clarke Steamships
St. John's.....	March 14-17	<i>Newfoundland (r)</i>	Furness Withy
St. John's.....	March 15-18	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	March 21	<i>Blue Seal</i>	Montreal Shipping
St. John's.....	March 23	<i>Island Connector</i>	Clarke Steamships
St. John's.....	March 27-30	<i>Blue Peter II</i>	Montreal Shipping
Norway—			
Oslo.....	March 7-11	<i>Vasaholm</i>	Swedish American
Kristiansand.....			
Stavanger.....			
Bergen.....			
Poland—			
Gdynia.....	March 7-11	<i>Vasaholm</i>	Swedish American
Gdansk.....			
Puerto Rico—			
San Juan.....	March 10-12	† <i>Brush</i>	Swedish American
San Juan.....	March 29-31	† <i>Polykarp</i>	Swedish American
Saudi Arabia—			
Jeddah.....	February 15-25	<i>Cliffside</i>	March Shipping
Jeddah.....	February 22-26	<i>Santa Clara Victory</i>	Isthmian Steamships
St. Pierre- Miquelon.....			
	February 19-22	<i>Keltic</i>	Shaw Steamships
	February 19-22	<i>Blue Seal</i>	Montreal Shipping
	March 2-5	<i>Keltic</i>	Shaw Steamships
	March 18-21	<i>Blue Seal</i>	Montreal Shipping
Singapore.....			
	February 15-25	<i>Cliffside</i>	March Shipping
	February 22-26	<i>Santa Clara Victory</i>	Isthmian Steamships
	March 18	<i>Tarakan</i>	Cunard Donaldson
	March 16-20	<i>Roebiah</i>	Cunard Donaldson
Sweden—			
Gothenburg.....	March 7-11	<i>Vasaholm</i>	Swedish American
Malmö.....			
Norrköping.....			
Stockholm.....			
United Kingdom—			
Avonmouth.....	March 17-21	<i>Bristol City</i>	Furness Withy
Swansea.....			
Bristol.....	March 7-15	<i>Boston City</i>	Furness Withy
Swansea.....			
Glasgow.....	February 16-23	<i>Moveria (r)</i>	Cunard Donaldson
Liverpool.....	March 2	<i>Nova Scotia (r)</i>	Furness Withy
Liverpool.....	March 18	<i>Ascania (r)</i>	Cunard Donaldson
Liverpool.....	March 14-17	<i>Newfoundland (r)</i>	Furness Withy
London.....	February 26	<i>Samaria (r)</i>	Cunard Donaldson
Southampton.....	March 17	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	April 7	<i>Aquitania</i>	Cunard Donaldson
Uruguay—			
Montevideo.....	February 18-23	<i>Brazilian Prince</i>	Furness Withy
Montevideo.....	March 4-8	<i>Bowhill</i>	Cunard Donaldson
Montevideo.....	March 10-15	<i>Mormactide</i>	Montreal Shipping
West Indies—			
Jamaica.....	March 1-3	<i>Lake Traverse</i>	Pickford and Black
Jamaica.....	March 14-17	† <i>Krageholm</i>	Swedish American
Jamaica.....	March 25-28	† <i>Tunaholm</i>	Swedish American
Jamaica.....	February 28	<i>Canadian Challenger</i>	Canadian National
Bahamas.....				March 14	Canadian Cruiser

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Antigua.....	Feb. 22-Mar. 3	<i>A Ship</i> <i>*Lady Nelson (r)</i> <i>A Ship</i> <i>*Lady Rodney</i> <i>A Ship</i> <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....			
Grenada.....			
Montserrat.....			
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....			
Venezuela—			
La Guaira.....	†March 10-12	† <i>Brush</i>	Swedish American
Maracaibo.....			
Puerto Cabello.....				March 28-31	†Polykarp	Swedish American

Departures from Saint John

†Calls at Halifax a few days later.

*Sails from Halifax a few days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques.....	February 26	<i>Vergelegen</i>	Shipping Limited
Lourenço Marques.....	March 17	<i>Grelbosa</i>	Elder Dempster
Lourenço Marques.....	March 25	<i>Forest</i>	Shipping Limited
Lourenço Marques.....	April 1-12	<i>Cottrell</i>	Elder Dempster
Lourenço Marques.....	February 15-26	<i>Trail</i>	Elder Dempster
Beira.....	February 28	<i>Fort Nottingham</i>	Elder Dempster
Beira.....	March 28	<i>Cargill</i>	Elder Dempster
Beira.....	April 25	<i>Chandler</i>	Elder Dempster
Lourenço Marques.....	Feb. 16-Mar. 3	<i>Thorscape</i>	Kerr Steamships
Beira.....			
Mombasa.....			
Africa-South—			
Cape Town.....	February 16-26	<i>Trail</i>	Elder Dempster
Port Elizabeth.....	Feb. 16-Mar. 3	<i>Thorscape</i>	Kerr Steamships
East London.....	February 26	<i>Vergelegen</i>	Shipping Limited
Durban.....	February 28	<i>Fort Nottingham</i>	Elder Dempster
Durban.....	March 17	<i>Grelbosa</i>	Elder Dempster
Durban.....	March 25	<i>Forest</i>	Shipping Limited
Durban.....	March 28	<i>Cargill</i>	Elder Dempster
Durban.....	April 1-12	<i>Cottrell</i>	Elder Dempster
Durban.....	April 25	<i>Chandler</i>	Elder Dempster
Australia—			
Brisbane.....	Late February	<i>Port Halifax</i>	Montreal Australia New Zealand Line
Sydney.....			
Geelong.....			
Melbourne.....			
Adelaide.....	Late March	<i>Ottawa Valley</i>	Montreal Australia New Zealand Line
Belgium—			
Antwerp.....	February 23	<i>Brant County</i>	Canada Steamship
Antwerp.....	February 23	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	February 28	<i>Pont Audemer</i>	Furness Withy
Antwerp.....	March 1	<i>Prins Johan Willem</i>	Shipping Limited
Antwerp.....	March 6-12	<i>Friso</i> <i>Marchcape</i>	Montreal Shipping
Antwerp.....			
Antwerp.....			
Antwerp.....	March 10	<i>Hedel</i>	Shipping Limited
Antwerp.....	March 30	<i>Beaconsfield</i>	Cunard Donaldson
British Honduras—			
Belize.....	March 14-18	† <i>Sunprince</i>	Saguenay Terminals

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Canal Zone— Cristobal.....	March 14-18	† <i>Sunprince</i>	Saguenay Terminals
Ceylon— Colombo.....	February 21-24	<i>Elizabeth Bakke</i>	Kerr Steamships
China— Shanghai.....	March 28-31	<i>City of Sydney</i>	McLean Kennedy
Colombia— Barranquilla.....	Feb. 28-Mar. 2	† <i>Sundial</i>	Saguenay Terminals
Costa Rica— Port Limon.....	March 14-18	† <i>Sunprince</i>	Saguenay Terminals
Cuba— Havana.....	March 20-25	<i>Federal Mariner</i>	Federal Commerce
Dominican Republic— Ciudad Trujillo.....	Feb. 28-Mar. 2	† <i>Sundial</i>	Saguenay Terminals
Ciudad Trujillo.....	March 14-18	† <i>Sunprince</i>	Saguenay Terminals
Egypt— Alexandria.....	February 21-24	<i>Elizabeth Bakke</i>	Kerr Steamships
Port Said.....			
Port Sudan.....			
France— Le Havre.....	February 23	<i>Brant County</i>	Canada Steamship
Le Havre.....	February 28	<i>Pont Audemer</i>	Furness Withy
Le Havre.....	March 1	<i>Prins Johan Willem</i>	Shipping Limited
Le Havre.....	March 10	<i>Priso</i> <i>Hedel</i>	Shipping Limited
Germany— Hamburg.....	February 28	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	March 1	<i>Prins Johan Willem</i>	Shipping Limited
Hamburg.....	March 6-12	<i>Priso.</i>	Montreal Shipping
Hamburg.....	March 10	<i>Marchcape</i>	Shipping Limited
Hamburg.....	March 30	<i>Hedel</i> <i>Beaconsfield</i>	Cunard Donaldson
Bremerhaven.....	February 22-28	<i>Beaverbrae</i>	Canadian Pacific
Greece— Piraeus.....	March 14	<i>Italo Marsano</i>	Montreal Shipping
Guatemala— Puerto Barrios.....	March 14-18	† <i>Sunprince</i>	Saguenay Terminals
Haiti— Port au Prince.....	Feb. 28-Mar. 2	† <i>Sundial</i>	Saguenay Terminals
Hong Kong.....	March 28-31	<i>City of Sydney</i>	McLean Kennedy
India and Pakistan— Chittagong.....	Feb. 22-Mar. 3	<i>Martha Kleppe</i>	McLean Kennedy
Karachi.....			
Bombay.....			
Madras.....			
Calcutta.....			
Cochin.....	March 22-30	<i>City of Delhi</i>	McLean Kennedy
Madras.....	March 28-31	<i>City of Sydney</i>	McLean Kennedy
Karachi.....	February 21-24	<i>Elizabeth Bakke</i>	Kerr Steamships
Bombay.....			
Madras.....			
Calcutta.....			
Cochin.....			
Ireland— Dublin.....	March 11-15	<i>Ramore Head</i>	McLean Kennedy

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Italy—			
Genoa.....	} March 14	<i>Italo Marsano</i>	Montreal Shipping
Naples.....			
Mediterranean—			
Central and Western Areas.....	March 14	<i>Italo Marsano</i>	Montreal Shipping
Mexico—			
Veracruz.....	March 6	<i>Star of Suez</i>	Canada Mexico
Tampico.....	March 20-25	<i>Federal Mariner</i>	Federal Commerce
Netherlands—			
Rotterdam.....	March 6-12	<i>Marchcape</i>	Montreal Shipping
	(February 23	<i>Brant County</i>	Canada Steamship
	February 28	<i>Beckenham</i>	Cunard Donaldson
Rotterdam.....	March 1	<i>Prins Johan Willem</i>	Shipping Limited
Amsterdam.....		<i>Friso.</i>	Shipping Limited
	March 10	<i>Hedel</i>	Canada Steamships
	March 25	<i>Hada County</i>	Canada Steamships
	March 30	<i>Beaconsfield</i>	Cunard Donaldson
Netherlands Antilles—			
Curacao.....	March 14-18	† <i>Sunprince</i>	Saguenay Terminal
New Zealand—			
Auckland.....	} March 6-14	<i>Stafford</i>	Montreal Australia New Zealand Line
Lyttleton.....			
Dunedin.....			
Bluff.....			
Wellington.....			
Northern Ireland—			
Belfast.....	March 6-10	<i>Lord Glentoran</i>	McLean Kennedy
Belfast.....	March 26-30	<i>Torr Head</i>	McLean Kennedy
Norway—			
Oslo.....	} March 3-5	<i>Lyngensford</i>	March Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
Trondheim.....			
Philippines—			
Manila.....	March 28-31	<i>City of Sydney</i>	McLean Kennedy
Portugal—			
Lisbon.....	March 14	<i>Italo Marsano</i>	Montreal Shipping
Saudi Arabia—			
Jeddah.....	February 21-24	<i>Elizabeth Bakke</i>	Kerr Steamships
Jeddah.....	March 18-21	<i>John Bakke</i>	Kerr Steamships
Singapore.....	March 28-31	<i>City of Sydney</i>	McLean Kennedy
United Kingdom—			
Avonmouth.....	March 18	<i>Dorelian (r)</i>	Cunard Donaldson
Swansea.....	April 2	<i>Norwegian (r)</i>	Cunard Donaldson
Glasgow.....	March 15	<i>Lismoria (r)</i>	Cunard Donaldson
Glasgow.....	Mar. 30-Apr. 8	<i>Moveria (r)</i>	Cunard Donaldson
Hull.....	Feb. 25-Mar. 2	<i>Consuelo (r)</i>	McLean Kennedy
Hull.....	February 22-26	<i>Bassano (r)</i>	McLean Kennedy
Liverpool.....	Feb. 23-Mar. 1	† <i>Empress of France (r)</i>	Canadian Pacific
Liverpool.....	March 6-10	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	March 7	<i>Vasconia (r)</i>	Cunard Donaldson
Liverpool.....	March 11-15	<i>Ramore Head</i>	McLean Kennedy
Liverpool.....	March 22	<i>Asia (r)</i>	Cunard Donaldson
Liverpool.....	March 26-30	<i>Torr Head</i>	McLean Kennedy
London.....	February 22-28	<i>Beaverbrae</i>	Canadian Pacific
London.....	Feb. 23-Mar. 1	† <i>Beavercove (r)</i>	Canadian Pacific
London.....	March 1-7	† <i>Beaverlake (r)</i>	Canadian Pacific
London.....	March 2	<i>Fort Musquarro</i>	Cunard Donaldson
London.....	March 14	<i>Arabia (r)</i>	Cunard Donaldson
London.....	March 10-17	<i>Valacia (r)</i>	Cunard Donaldson

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Con.			
Manchester.....	March 3	<i>Manchester City</i> (r)	Furness Withy
Manchester.....	March 10	<i>Manchester Regiment</i> (r)	Furness Withy
Manchester.....	March 17	<i>Manchester Progress</i> (r)	Furness Withy
Leith.....	March 9	<i>Cairnvalona</i>	Furness Withy
Newcastle.....	March 26	<i>Cairnavon</i>	Furness Withy
Venezuela—			
La Guaira.....	Feb. 28—Mar. 2	† <i>Sundial</i>	Saguenay Terminals
Maracaibo.....	March 14—18	† <i>Sunprince</i>	Saguenay Terminals

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 25	<i>Japara</i>	Dingwall Cotts
Lourenço Marques..	March 23	<i>Silverteak</i>	Dingwall Cotts
Lourenço Marques..	April	<i>Silversandal</i>	Dingwall Cotts
Africa-South—			
Cape Town.....	February 25	<i>Japara</i>	Dingwall Cotts
Port Elizabeth.....	March 23	<i>Silverteak</i>	Dingwall Cotts
East London.....	April	<i>Silversandal</i>	Dingwall Cotts
Durban.....			
Argentina—			
Buenos Aires.....	March 1	<i>Falkanger</i>	Empire Shipping
Buenos Aires.....	April	<i>Ravnanger</i>	Empire Shipping
Australia—			
Sydney.....	March	<i>Barrandura</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
Sydney.....	March 18	<i>Aorangi</i>	Canadian Australasian
Belgium—			
Antwerp.....	February 26	<i>Los Angeles</i> (r)	Gardner Johnson
Antwerp.....	March 26	<i>Vire</i>	Empire Shipping
Antwerp.....	March 28	<i>Paraguay</i> (r)	Gardner Johnson
Antwerp.....	April 6—9	<i>Golden Gate</i> (r)	Gardner Johnson
Brazil—			
Rio de Janeiro.....	March 1	<i>Falkanger</i>	Empire Shipping
Santos.....			
Canal Zone—			
Balboa.....	February 23—27	<i>Santa Leonor</i> (r)	Gardner Johnson
Balboa.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson
Cristobal.....			
Ceylon—			
Colombo.....	February 10—27	<i>Lake Chilliwack</i>	North Pacific
Colombo.....	February 22—23	<i>Canada Mail</i>	Canadian Blue Star
Chile—			
Antofagasta.....	March 1	<i>Falkanger</i>	Empire Shipping
Valparaiso.....	April	<i>Ravnanger</i>	Empire Shipping
Arica.....	February 23—27	<i>Santa Leonor</i> (r)	Gardner Johnson
Antofagasta.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson
Valparaiso.....			

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
China— Shanghai.....	March 4-5	<i>India Mail</i>	Canadian Blue Star
Colombia— Barranquilla..... Buenaventura.....	{ February 26 March 16 February 28	<i>Glimmaren</i> <i>Don Anselmo</i> <i>Gunner's Knot</i>	Empire Shipping Empire Shipping Gardner Johnson
Costa Rica— Puntarenas..... Puntarenas.....	February 26 February 28	<i>Glimmaren</i> <i>Gunner's Knot</i>	Empire Shipping Gardner Johnson
Ecuador— Guayaquil..... Guayaquil.....	February 23-27 February 28	<i>Santa Leonor</i> (r) <i>Gunner's Knot</i>	Gardner Johnson Gardner Johnson
El Salvador— La Libertad..... La Libertad.....	February 26 February 28	<i>Glimmaren</i> <i>Gunner's Knot</i>	Empire Shipping Gardner Johnson
Fiji— Suva..... Suva.....	March 3 March 18	<i>Thor</i> <i>Aorangi</i>	Empire Shipping Canadian Australasian
France— Le Havre.....	March 26	<i>Vire</i>	Empire Shipping
Germany— Hamburg..... Hamburg..... Hamburg.....	February 26 March 28 April 6-9	<i>Los Angeles</i> (r) <i>Paraguay</i> (r) <i>Golden Gale</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson
Guatemala— San Jose..... San Jose.....	February 26 February 28	<i>Glimmaren</i> <i>Gunner's Knot</i>	Empire Shipping Gardner Johnson
Hong Kong.....	March 4-5	<i>India Mail</i>	Canadian Blue Star
India and Pakistan— Madras..... Calcutta.....	{ February 22-23 March 5	<i>Canada Mail</i> <i>Samarinda</i>	Canadian Blue Star Dingwall Cotts
Indonesia— Batavia..... Samarang..... Soerabaya..... Cheribon.....	{ March 5	<i>Samarinda</i>	Dingwall Cotts
Japan— Yokohama.....	March 4-5	<i>India Mail</i>	Canadian Blue Star
Malaya— Penang..... Port Swettenham..	{ February 22-23	<i>Canada Mail</i>	Canadian Blue Star
Mexico— Manzanillo.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson
Netherlands— Rotterdam.....	March 26	<i>Vire</i>	Empire Shipping
New Caledonia— Noumea.....	March 3	<i>Thor</i>	Empire Shipping
New Hebrides— Port Vila.....	March 3	<i>Thor</i>	Empire Shipping
New Zealand— Auckland.....	March 18	<i>Aorangi</i>	Canadian Australasian
Peru— Callao..... Mollendo.....	{ February 23-27 February 28 March 1 April	<i>Santa Leonor</i> (r) <i>Gunner's Knot</i> <i>Falkanger</i> <i>Ravnanger</i>	Gardner Johnson Gardner Johnson Empire Shipping Empire Shipping

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines—			
Manila.....	February 22-23 March 4-5	<i>Canada Mail</i> <i>India Mail</i>	Canadian Blue Star Canadian Blue Star
Iloilo.....			
Cebu.....			
Manila.....	March 5	<i>Samarinda</i>	Dingwall Cotts
Iloilo.....			
Samoa—			
Apia.....	March 3	<i>Thor</i>	Empire Shipping
Singapore.....	February 22-23	<i>Canada Mail</i>	Canadian Blue Star
Society Islands—			
Papeete.....	March 3	<i>Thor</i>	Empire Shipping
Sweden—			
Stockholm.....	(February 26 March 28 April 6-9	<i>Los Angeles</i> (r) <i>Paraguay</i> (r) <i>Golden Gate</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson
Gothenburg.....			
United Kingdom—			
London.....	February 26	<i>Los Angeles</i> (r) <i>Paraguay</i> (r) <i>Golden Gate</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson
London.....	March 28		
London.....	April 6-9		
Manchester.....	March 9	<i>English Prince</i>	Furness Withy
Unstated Ports.....	Feb. 20-Mar. 7	<i>Lake Winnipeg</i>	Anglo Canadian
Uruguay—			
Montevideo.....	March 1	<i>Falkanger</i> <i>Ravnanger</i>	Empire Shipping Empire Shipping
Montevideo.....	April		
Venezuela—			
Puerto Cabello.....	February 26 March 16	<i>Glimmaren</i> <i>Don Anselmo</i>	Empire Shipping Empire Shipping
La Guaira.....			
Maracaibo.....			
Maracaibo.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson
La Guaira.....			

Low Prices Adversely Affect Malayan Rubber Industry

Singapore, December 3, 1948.—(FTS)—The rubber industry, the backbone of Malaya's economy, is once again threatened with falling prices in the United States and other world markets. This has resulted to a large extent from continued and possibly expanded production of synthetic rubber and larger consumption of it than had been anticipated under international agreements. In addition, therefore, to facing abnormally high production costs and operating under the serious handicaps occasioned by lawlessness throughout the country, some units in the industry are faced with the prospect of putting their estates on a care and maintenance basis until prices increase sufficiently to allow coverage of operating expenses quite apart from any return on capital investment. The situation is viewed with serious apprehension by many of the leading figures in the industry.

Malaya's exports of rubber in various forms during January-September, 1948, amounted to the record figure of 738,826 tons, an increase of 60,000 tons over that for the same period of 1947, and far in excess of prewar totals, when shipments were restricted under international agreement. Of these exports, 226,734 tons represented re-exports of rubber, mainly smoked sheet, wet sheet and dry unsmoked sheet originating in North Borneo, Sarawak, Java, Sumatra and adjacent areas.

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, 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, 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—A. W. EVANS, 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 Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iran, Iraq, Lebanon, Palestine, Saudi Arabia, Syria and Transjordan.

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. Address for letters: 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, Indonesia, North Borneo, Brunei, Sarawak and Siam.

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.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

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—H. 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. 31	Nominal Quotations Feb. 7
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2080	.2085
Australia.....	Pound	....	3.2240	3.2240
Belgium and Belgian Congo.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.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.	.0038	.0038
		Free	.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	....	.1453	.1452
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