

# FOREIGN TRADE

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## In This Issue

|  |     |
|--|-----|
| Great Britain—Food Subsidies Increased Eightfold . . . . .               | 850 |
| South Africa—Procedure Governing Imports Announced . . . . .             | 853 |
| French Equatorial Africa—Ten-Year Development Plan Proposed . . . . .    | 854 |
| Australia—Agricultural Producers Expect Another Good Year . . . . .      | 858 |
| India—Small Surplus Provided in Budget for Current Fiscal Year . . . . . | 863 |
| Canada—Imports, by Countries (January-February, 1949) . . . . .          | 865 |
| Great Britain—Imports of Canadian Newsprint Higher . . . . .             | 868 |
| United States—Canada Supplied Large Share of ECA Purchases . . . . .     | 872 |
| India—Various Industries to be Operated by the Government . . . . .      | 878 |
| Canada—J. C. Depocas Transferred to Guatemala City . . . . .             | 881 |
| Canada—C. B. Birkett Returns on Tour . . . . .                           | 881 |

## Regular Features

|   |     |
|---|-----|
| Foreign Exchange Quotations . . . . .               | 896 |
| Foreign Trade Service Abroad . . . . .              | 893 |
| Newfoundland Trade Inquiries . . . . .              | 881 |
| Trade Fair News . . . . .                           | 882 |
| Trade and Tariff Regulations . . . . .              | 883 |
| Transportation . . . . .                            | 884 |
| Departures from Montreal . . . . .                  | 884 |
| Departures from Quebec . . . . .                    | 888 |
| Departures from Halifax . . . . .                   | 889 |
| Departures from Saint John . . . . .                | 889 |
| Departures from Vancouver-New Westminster . . . . . | 889 |

**COVER SUBJECT**—Welland Canal, through which flows a steady stream of wheat and other grain for markets of the world, enables large lake ships to descend from Lake Erie to Lake Ontario. Traffic through the Welland Canal last year totalled 13,437,849 tons, of which 5,044,710 tons consisted of bituminous coal, 1,748,323 tons of wheat, 1,645,952 tons of iron ore, 1,432,719 tons of petroleum, 842,458 tons of gasoline, 522,598 tons of pulpwood, 325,331 tons of barley and 205,940 tons of paper. A total of 6,546 ships passed through the Welland Canal during the navigation season.

*Photo by National Film Board.*

# British Food Subsidies Increased Eightfold in Last Eight Years

*Efforts being made to halt spending spiral by raising prices and remitting customs duties on some commodities—British budget provides some taxation relief for industry in purchase of new machinery—Government departments practically forbidden to present supplementary estimates.*

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, April 7, 1949.—Food subsidies in Great Britain have increased eightfold during the last eight years. They would be even higher this year, if the present price level was maintained and there should be a moderate increase in supplies. The government paid out a relatively modest £63 millions in 1940-41 to stabilize food prices, but the amount required annually for this purpose increased far beyond expectations to £265 millions in 1945-46. It was proposed, in last year's budget, that subsidies should be prevented from rising above £400 millions. Costs, however, soared, especially of imported foodstuffs, and the amount paid out in 1948-49 was approximately £485 millions. It was estimated that expenditures for the present year would rise to £568 millions, if no corrective measures were taken.

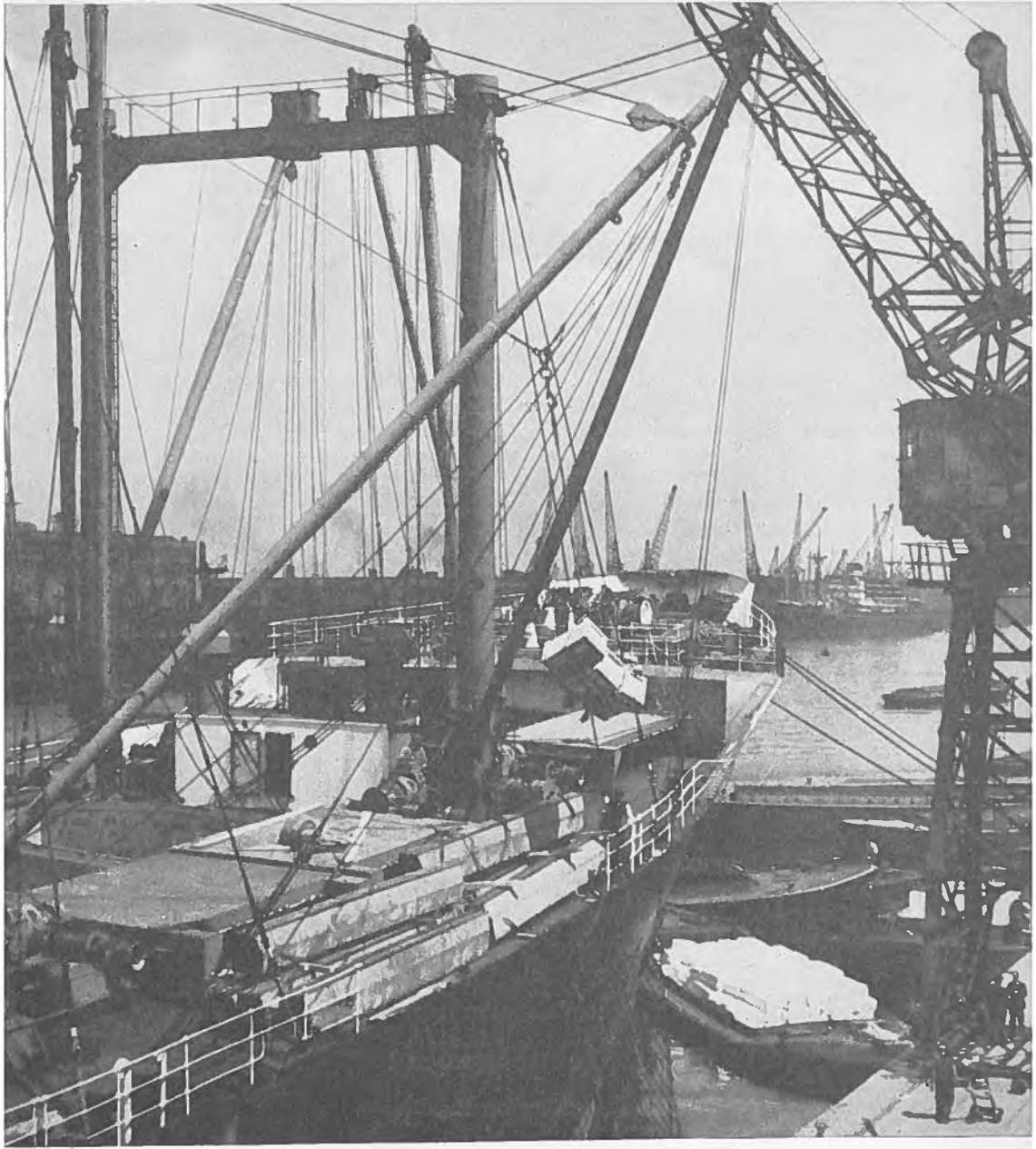
The government now intends to place a limit on subsidies. But, if further rises in costs occur, there will be corresponding advances in prices. The major part of the adjustment will be met by price increases, but one-third is to be accomplished by the remission, in the case of tea and sugar, of part of the duties on such commodities. The Ministry of Food is expected to increase the retail cost of cheese by 4d. a pound, of meat by 4d. a pound, of butter by 2d. a pound, and of margarine by 1d. a pound in the near future. As a result of these price advances, it is believed that the amount of subsidies payable in the current fiscal year will be reduced to £465 millions, and intended that this figure should represent the maximum.

## Industry Assisted in Purchase of New Equipment

Contemplated reductions in food subsidies, with resulting increases in the retail prices of certain foodstuffs, feature the budget brought down by the Chancellor of the Exchequer. A concession to industry was provided, however, in the form of tax relief to provide for the purchase of new machinery. Furthermore, all government departments have been practically forbidden to present supplementary estimates, unless some special emergency should arise.

Industries have experienced difficulty in financing the cost of replacing old machinery with new equipment on the existing taxation allowances for wear and tear. The allowance for plant and machinery purchased on or after April 6, 1949, will be doubled, raising it to 40 per cent of the new cost. Although the measure of relief this year will be negligible, it is estimated that the amount will aggregate £40 millions in 1950-51, and £75 millions in 1951-52.

It is proposed that a small committee should examine the present taxation structure. Consideration will be given to the methods of computing net trade profits, for the purpose of charging them to income tax and profits tax. It will also examine the basis period that should be taken in assessing the tax on profits so ascertained.



**Great Britain—Canadian foodstuffs and other products being discharged in London from the Canadian Pacific cargo liner *Beaverdell*. Food subsidies cost the British Government £485 millions last year, compared with £63 millions in 1940-41.**

*Photo by Port of London Authority.*

The Chancellor of the Exchequer indicated a mild but effective degree of disinflation during the past year, due largely to the policy of restraint. The national debt on March 31, 1949, was £25,168 millions, which was £453 millions lower than in the previous year. This reduction was made possible by the overall Budget surplus and the sterling proceeds of relief under the European Recovery Program, an amount of £107 millions from the special account having been applied to the redemption of short-terms debt.

## Social Services Absorb Much Revenue

Reductions in government expenditure, and in taxation, during the current year are not possible, so long as defence requirements and social services are continued on the present level. The redistribution of wealth in Great Britain in the last few years has resulted largely from the provision of extended social services. There is little possibility of further extensions by way of taxation, which now amounts to more than 40 per cent of the national income.

In addition to the reduction in customs duties on sugar and tea, the import duty on still light wines has been lowered by 12s. a gallon, that on beer by £1 1s. a barrel of 36 gallons, irrespective of gravity, while the duties on matches and mechanical lighters have been increased.

Businessmen, in particular, will resent the increase in telephone charges, the present surcharge of 15 per cent on subscribers' local call fees being raised to 50 per cent, though the free call allowance for residential subscribers will be maintained. Registration charges for letters and parcels will be increased by 1d., while that on printed papers for overseas will be raised ½d. for the first weight step, making the minimum 1d. instead of the present ½d.

The estimated revenue for 1949-50 is £3,777 millions and the expenditure \$3,308 millions. The government considers that a surplus of £469 millions, for which it is budgeting, is a satisfactory disinflationary contribution. No taxation relief can be provided, as last year's surplus has been absorbed in an effort to combat inflation, and the same situation will apply during the current year.

## Canadian Purchases from British Guiana Higher

Port of Spain, March 18, 1949.—(F.T.S.)—Heavy shipments of bauxite to Canada during the past year were largely responsible for an increase in the value of exports from British Guiana from \$12,808,754 B.W.I. in 1947 to \$16,755,941 in 1948. On the other hand, exports to Great Britain and the United States declined. Canadian purchases last year accounted for 46 per cent of the total exports, compared with 37 per cent in 1947.

Imports from Canada declined from \$13,530,454 B.W.I. in 1947 to \$11,278,353 in 1948, due largely to the stringent controls on hard-currency exchange imposed by the colonial authorities. Imports from the United Kingdom increased from \$10,933,922 to \$17,042,106 in the same period, however. Total imports in 1948 were valued at \$47,715,673, compared with \$40,817,023 in 1947.

### British Guiana Exports

|                            | 1946                | 1947                | 1948                |
|----------------------------|---------------------|---------------------|---------------------|
| Canada .....               | \$11,226,276        | \$12,808,754        | \$16,780,406        |
| United Kingdom .....       | 10,014,488          | 15,447,676          | 14,263,213          |
| United States .....        | 1,573,213           | 2,251,536           | 1,761,046           |
| Australia .....            | .....               | .....               | 638                 |
| <b>Total .....</b>         | <b>\$26,702,908</b> | <b>\$34,442,161</b> | <b>\$36,542,449</b> |
| Percentage to Canada ..... | 40.2                | 37.1                | 45.8                |

### British Guiana Imports

|                            | 1946                | 1947                | 1948                |
|----------------------------|---------------------|---------------------|---------------------|
| Canada .....               | \$ 9,695,349        | \$13,530,454        | \$11,278,353        |
| United Kingdom .....       | 8,124,699           | 10,933,922          | 17,042,106          |
| Foreign Countries .....    | 5,975,811           | 12,775,139          | 13,097,722*         |
| Other British .....        | 2,294,816           | 3,577,528           | 6,297,492**         |
| <b>Total .....</b>         | <b>\$26,090,675</b> | <b>\$40,817,023</b> | <b>\$47,715,673</b> |
| Percentage to Canada ..... | 37.2                | 33.1                | 23.6                |

\* From the United States, \$10,083,765. \*\* From Australia, \$1,614,688.

# South Africa Announces Procedure Governing Importation of Goods

*Applies to imports from all non-sterling areas after June 30, 1949—Date to be announced for application to purchases from sterling sources other than Northern and Southern Rhodesia.*

By S. V. Allen, Commercial Secretary for Canada

(Editor's Note.—This despatch supplements information contained in that of March 24, 1949, which was published in the April 9th issue of *Foreign Trade*.)

**J**OHANNESBURG, March 29, 1949.—Procedure governing the importation of goods from all non-sterling areas after June 30, 1949, and from sterling sources other than Northern and Southern Rhodesia after a date yet to be announced, has been outlined by the Department of Commerce and Industries, in Pretoria. On the basis of detailed information supplied by importers concerning their purchases during 1948 and the first two months of 1949, import permits will be issued to the amount of approved exchange quotas, for which essentiality will be a determining factor in establishing the limit.

Permits will indicate the goods covered, the total f.o.b. cost permitted, the currency area or country of designated imports, and the period of validity, which will normally be six months. These permits should be submitted at the time of clearance through customs, which will note on them the total f.o.b. cost of each consignment. Permits, the validity date of which has expired or those completely used, are to be returned to the Department of Commerce and Industries.

## **Foreign Exchange Available Against Permits**

Control over the sale of exchange for the payment of imports will be exercised through issuance of extra copies of import permits, on which the banks will note the value of exchange purchased, including freight and insurance charges incurred by the importer, which will be made available automatically by the banks and will be over and above that shown on the import permit. Large importers will receive several quota permits of varying values in terms of their total quotas to enable clearance of goods through more than one port.

Goods which were added to the prohibited list on March 4, and which were ordered prior to that date but not despatched prior to March 11, but which were specifically authorized under a supplementary allocation of hard-currency exchange under the existing procedure, will be allowed entry even though despatched after March 11.

## **Present Hard-currency Orders Protected**

Non-prohibited goods ordered against present basic or supplementary quotas which are due to expire on June 30 will be allowed entry into the Union after June 30 where they are covered by letters by credit. It was originally announced that to cover cases not so financed, where definite acceptance by an overseas supplier had been made, registration by commercial banks by May 31 would be possible, against certificates to be pre-

sented to the customs authorities to enable customs clearance after the new regulations become effective. This proposal is now being reconsidered and a further announcement to cover such orders is expected shortly.

While the details are not yet available, a formula is to be devised for enabling South African manufacturers who export a substantial proportion of their output, to earn additional exchange quotas for the purchase of raw materials. The policy is not to apply generally, however, to producers of highly essential goods of which local supplies are scarce. Proposals are now being examined whereby manufacturers in the Union who export a substantial portion of their output will receive additional quotas in direct relation to such exports. It is probable that such a scheme will be adopted with a view to stimulating exports.

## Economic, Social and Scientific Development Of French Equatorial Africa is Proposed

*Ten-year plan would improve transport and communications, health and education in Colony—Proposed global expenditure of 51,525 million francs provides for a coherent program of action.*

By L. H. Ausman, Canadian Government Trade Commissioner

(One Belgian franc equals \$0.0228 Canadian)

**L**EOPOLDVILLE, February 28, 1949.—French Equatorial Africa has a "ten-year plan", which provides for an expenditure of \$302,000,000 on fourteen projects of an economic character, and of \$90,000,000 on six of a social and scientific nature. When this plan has been approved by the French Government, provision will be made through the Fonds d'Investissement pour le Développement Economique et Social des Territoires d'Outre-Mer (FIDES) for the government to provide 50 per cent of the funds required for economic development, 66 per cent of those for social services, and the entire cost of scientific research.

The proposed global expenditure over the ten-year period, amounting to 51,525 million francs, provides for a coherent program of action. It recognizes such problems as a shortage of foreign exchange with which to purchase much of the equipment required, the shortage of material in France and other soft-currency countries, and the burden created by supplementary credits due to devaluations of the franc. Despite these difficulties, 4,255.1 million francs have been made available for the first two years, 1947-48 and 1948-49. Expenditures under the plan are expected to increase substantially in the third year, thereafter tapering off to 3,895.7 million francs in 1956-57.

### Estimated Annual Expenditures

|                    | Million francs  |
|--------------------|-----------------|
| 1947-48 .....      | 1,317.8         |
| 1948-49 .....      | 2,937.3         |
| 1949-50 .....      | 8,639.8         |
| 1950-51 .....      | 7,336.3         |
| 1951-52 .....      | 6,131.7         |
| 1952-53 .....      | 5,875.8         |
| 1953-54 .....      | 5,906.1         |
| 1954-55 .....      | 4,979.7         |
| 1955-56 .....      | 4,504.8         |
| 1956-57 .....      | 3,895.7         |
| <b>Total .....</b> | <b>51,525.0</b> |



**Refrigerator car, constructed in the workshops of the Chemins de Fer Katanga, in Elizabethville.**

The following details will indicate the extent to which the economic, social and administrative life of the Colony is to benefit if the plan is carried through on the scale originally developed:

#### **Economic Developments**

*General Expenses—181,000,000 francs*—This covers the cost of personnel, special studies common to two or more classifications, and a contribution to the development of a modern statistical service essential for the operation of the plan.

*Agricultural Production—3,953,000,000 francs*—Work begun by the Agricultural Service since 1941 is to be completed and extended, so that the period of exploitation may give way to agricultural developments based on sound technical, scientific and economic principles. The bulk of the expenditures will be for the development of the production of rice, peanuts, palm and palm kernel oil, cotton, sugar, karite, rubber, cocoa and the industrial utilization of agricultural by-products. Other items include agricultural research and education, studies on mechanization and pest control, provision of small tools to native farmers, the storage of harvested products, irrigation, and agricultural credits.

*Forests, Game and Tourism—782,000,000 francs*—Forest research and education are planned concurrently with reforestation activities. This classification also includes a small contribution in the 1949-50 budget towards the encouragement of tourism and hunting.

*Live-stock Raising—1,820,000,000 francs*—Research and equipment share in this allocation with irrigation, sanitary protection of cattle, provision of equipment, the extension of veterinary services and the processing of animal products for market.

*Mines—67,000,000 francs*—The production of gold, diamonds and lead is relatively small and the allocation is largely to build and equip an analytical laboratory and for prospecting and administration.

*Industrialization—593,000,000 francs*—The bulk of this sum is for petroleum drilling in the Gabon, and is estimated to be equivalent to a 20 per cent government share in the Syndicat d'Etudes et de Recherches Pétrolières. Forty million francs will also be devoted to the development of the cement industry.

*Hydro-electric Power—3,410,000,000 francs*—The harnessing of water power and the electrification of the various centres of the Colony are to be spread over the entire period of the plan.

*Railways—2,790,000,000 francs*—An allocation of 100,000,000 francs has been set aside for preliminary studies in connection with a proposed railway in the interior of the Colony running north from Bangui. The cost of constructing such a line, however, would be such that it could not be undertaken in the period of the 10-year plan and this will be regarded as a future project. The balance of the allocation under this heading is for rolling stock, other equipment and modernization of the existing Chemin de Fer Congo-Océan (C.F.C.O.) from Brazzaville to Pointe Noire. Purchases of new rolling stock from 1950 to 1957 will include: 3 diesel electric locomotives of 1,500 h.p.; 220 freight cars; 27 passenger cars; 9 baggage cars; a dining car; 3 rail cars of 300 h.p. with light trailer; and 5 oil tank cars.

*Roads and Bridges—16,440,000,000 francs*—This is by far the largest allocation and it is to be spent mostly on the construction of 3,200 miles of roads in the remaining period of the plan. Later proposed extensions will account for a further 5,150 miles. The Colony is at present poorly served by roads and, with a railway of only 319 miles and only a single important navigable river, further highway extensions are essential if the proper economic development of the interior, as foreseen by the 10-year plan, is to be realized.

*Ocean Ports—3,282,000,000 francs*—Modernization and extension of port facilities at Pointe Noire and the provision of new installations at Port Gentil and Mayumba are planned.

*Ocean Transport—100,000,000 francs*—This is the cost of a coasting vessel of 800 tons now under construction in France.

*River Navigation—1,218,000,000 francs*—In addition to the construction and equipment of river ports at Brazzaville, Bangui and Fort Lamy, provision is made for the improvement of navigation of certain rivers, and the organization of a hydrographic service.

*Air Navigation—3,028,000,000 francs*—The construction of airports at various centres will account for most of this credit. The airport at Brazzaville, now under construction, will accommodate the largest aircraft now in operation or under construction, up to 135 tons. The sum of 230,000,000 francs is set aside for the purchase of aircraft, including 4 Beechcraft, 7 Goeland and 12 Piper Cubs.

*Communications—2,028,000,000 francs*—This allocation is divided as follows in millions of francs: construction (post offices, radio stations, etc.), 445; postal equipment, 41; telegraph and telephone equipment, 1,140; radio equipment, 362; and vehicles for transport, 40.

#### **Social and Scientific Developments**

*Health—5,131,000,000 francs*—The two important aspects of this section are: the construction of hospitals, dispensaries, the provision of technical equipment and means of transport for health services to natives; and the fight against endemic and epidemic disease. It also includes a contribution towards medical expenses of government personnel in the Colony.



**Missionary work undertaken by men like Dr. David Livingstone eighty years ago provided a foundation for fine hospitals and clinics.**

*Education—4,148,000,000 francs*—With the construction of roads and health services, education ranks third in participation in the 10-year plan. The funds allocated cover “popular”, primary, technical and secondary education of the native population. The latter accounts for almost 50 per cent of the total. New schools are required to be built in each of the groups. Other costs involve equipment and personnel.

*Urban and Rural Administration—573,000,000 francs*—The funds under this heading are to be used for the organization of certain urban and rural centres. Such organization includes the formation of real estate groups to facilitate the provision of housing for natives at reasonable cost.

*Urban and Rural Public Works—1,586,000,000 francs*—The entire amount is for the study and provision of adequate water supply and sanitation facilities in the centres.

*Cartography—225,000,000 francs*—The Service Géographique is preparing a series of detailed maps of the Colony. The funds are required for buildings, equipment and for aerial photography.

*Geological Service—170,000,000 francs*—This sum has been allocated for the completion of a geological survey map of the Colony.

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#### **Belgian Congo Prohibits Imports of Celluloid Articles**

Leopoldville, March 19, 1949.—(FTS)—Importation of beads and other articles for the native trade, made of celluloid (cellulose nitrate), has been prohibited by the Belgian Congo import control authorities, due to its inflammable nature. Such articles made from cellulose acetate or other non-inflammable plastic material are not restricted.

# Australian Agricultural Producers Expect Another Prosperous Year

*Gross production value of rural industries, at £603 million, almost three times average for five prewar years—Wheat crop at record level and export prices high—Meat production 114 per cent above prewar figure—Subsidies to primary industries continued.*

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

(Editor's Note—This is the first in a series of articles on economic conditions in Australia in 1947-48, prepared for *Foreign Trade*. One pound equals \$3.2240 Canadian.)

**S**YDNEY, March 2, 1949.—Current conditions in Australia's main primary industries are indicative of another prosperous year for the Australian rural producer. Increased exports of dairy products and meat are also expected, but the full measure of primary production is still curtailed through shortages of rural labour and materials to effect maintenance and improvements.

Gross production value of rural industries in Australia in 1947-48 was estimated at £603 million. This represents an increase of £233 million over the 1946-47 value and is almost three times the average for the five years immediately preceding the war. The value of production of pastoral industries amounted to £230 million as compared to £147 million the previous year and a prewar average of £82 million. Total production of the dairy, poultry and beekeeping industries rose from an average of £48 million for the five prewar years to £103 million in 1947-48, £15 million higher than in 1946-47.

## **Agricultural Crops Double 1946-47 Value**

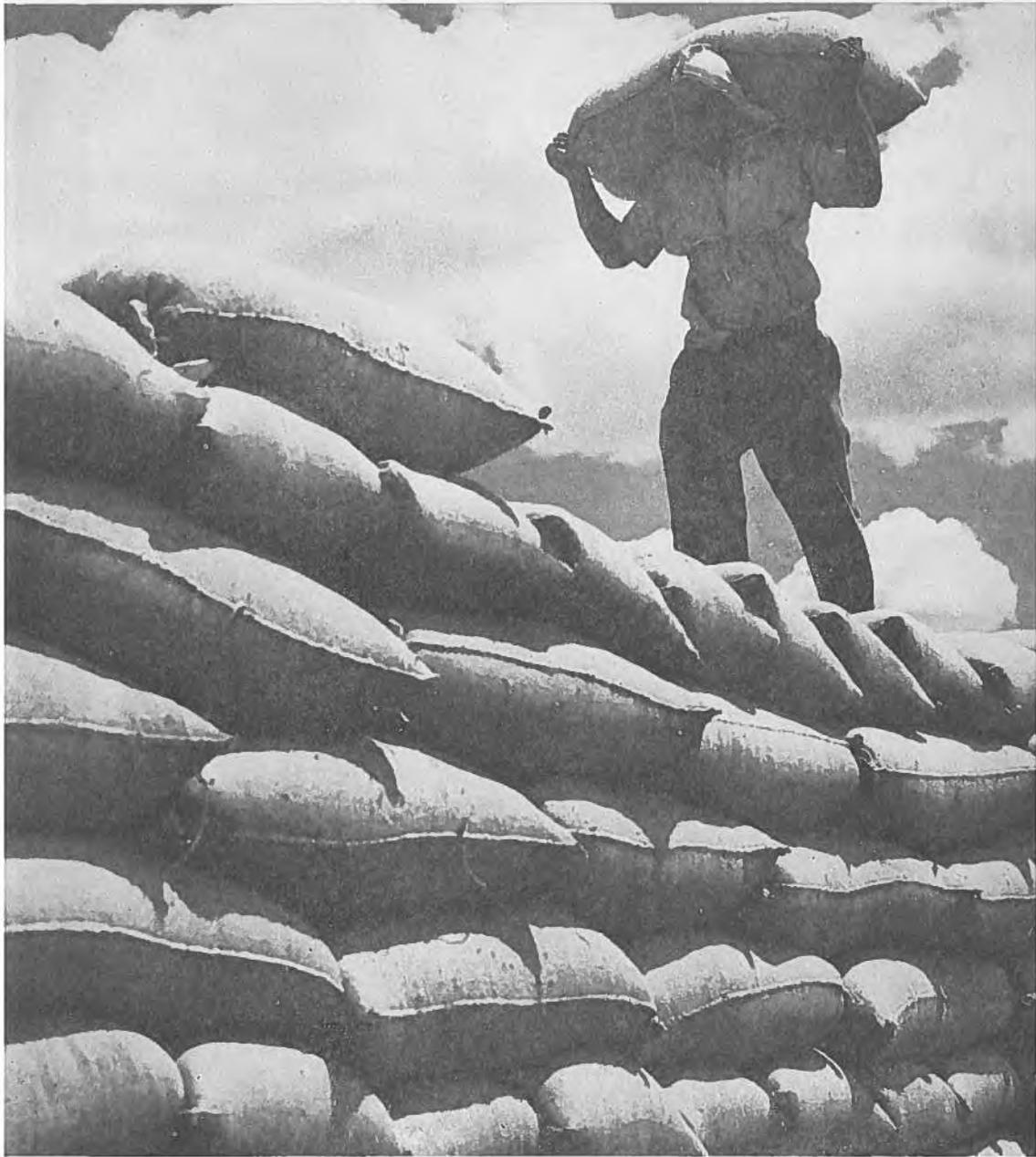
The increase was even greater in the case of agriculture. The total value of all crops rose from a prewar figure of £81 million to £270 million in 1947-48, representing an increase of almost 100 per cent over the 1946-47 figure of £136 million. This year agricultural production is expected to be worth approximately £225 million; pastoral production, £261 million; and dairying and farmyard production, £116 million, a total for all rural industries of about £600 million.

The great rise in the gross value of rural production since before the war is due mainly to price increases. Primary production price indexes (base, average 1936-37 to 1938-39 equals 1,000) for 1947-48 were as follows: Agriculture, 1,996; pastoral, 2,628; dairying and farmyard, 1,427. The average for all farming was 2,176. During the first three months of the current year, further increases are noted in each group, the index for "all farming" standing at 2,493 at the end of September.

However, the volume of rural production has not shown the same tendency to increase. Last year, Australia produced less milk, meat, butter and sugar than before the war, although production of wheat, eggs and potatoes has increased in volume.

## **Wheat Production at Record Level**

A record crop of 219.7 million bushels, together with high export prices, resulted in the value of 1947-48 wheat production reaching about £146 million, almost five times the prewar average of £31 million. The



**Australia—Piling wheat in Australia, where half the crop is handled in sacks and half in bulk. The Commonwealth had a record wheat crop of 219,700,000 bushels last year. The seven state legislatures agreed to the establishment of a central Wheat Board, empowered to market the wheat crop.**

*Photo by Sydney Morning Herald.*

volume of production is about 25 per cent higher than in the prewar period. The value of the 1948-49 crop is expected to be lower than last year by about £42 million, due to reduced export prices and a smaller crop.

The 1947-48 barley production of 23 million bushels is expected to yield about £14 million, largely because of high export prices. Next year's crop, both in value and volume, is estimated to be reduced by 50 per cent. Even with expected reductions, the volume for the 1948-49 crop is expected to be 85 per cent above the prewar level.



**Australia—Wool store at Geelong. The wool clip for 1948-49 is estimated at 3,220,000 bales, which are expected to bring in £188,000,000, representing an increase of 13 per cent over last year's record return.**

An estimated volume of 38 million bushels of oats for 1947-48 is valued at £13 million. This compares with the prewar average of 17 million bushels worth £2.2 million. Due to the collapse of the export market for oats and lower yields, next year's crop is expected to be valued at about £6 million for a volume only about 40 per cent above the prewar figure.

It is estimated that the 1948-49 Australian wool clip will be 3.22 million bales as compared with an estimated figure of 3.07 million bales in 1947-48 and an average production of 3.39 million bales for the ten years ended 1946-47. Wool is expected to return £188 million next year as against the prewar average value of about £52 million and 13 per cent above last year's record wool return.

#### **Output of Meat 114 Per Cent above Prewar Figure**

Value of mutton, lamb and beef production for the 1947-48 season amounted to £73 million, an increase of roughly 114 per cent since the prewar period. Next year's production is expected to bring an increased return of about £9 million. Although last year's volume of production, amounting to 942,000 tons, showed an increase over the figure for the previous season, it was 24,000 tons less than for 1938-39. There was a drop in the production of beef, veal, mutton and pork but an increase for lamb.

The value of the 1947-48 production of milk for all purposes amounted to £68 million and it is expected to increase by £7 million this year. During the year, 1,168.1 million gallons of milk were produced, an increase of 5 per cent over the volume recorded for the previous year, although still slightly below the prewar average.

Factory butter production amounted to 1,573,000 tons as compared with 1,948,000 in 1938-39, while cheese production increased over the 1938-39 figure by 122,000 tons to 412,000 tons.

Production of eggs for the 1947-48 season amounted to 119·3 million dozen as compared with 122·5 million dozen in the previous year.

The average value of the Australian sugar crop in the five years before the war stood at £18·5 million, whereas returns last year amounted to £12 million. Production has fallen off from the prewar level of 779,300 tons to 581,600 in the calendar year 1947, due chiefly to shortages of labour and fertilizers and to seasonal conditions.

Production of potatoes amounted to 533,200 tons in 1947 as compared with 367,800 tons before the war. Yields for the current year are expected to be still lower.

Production of fruit and vegetables was considerably above prewar figures but is still below the country's potential.

A recent survey suggests that Australians generally enjoy a better balanced diet now than before the war, except for a deficiency of calcium. Increased consumption of milk is recommended. Average consumption of meat has fallen since prewar years, but substantial increases are noted in the per capita consumption of eggs, oils and fats, sugar, potatoes, fruits and vegetables and grain.

#### **Subsidies to Primary Industries Continued**

Subsidies paid to Australian primary industries in 1947-48 cost £13·5 million as compared with £10·7 million in 1946-47. The total amount paid in subsidies for primary industries between 1942-43 and 1947-48 inclusive was £86 million. However, the United Kingdom Government recouped Australia by £7 million for the subsidy paid producers on exported dairy products, leaving a total net cost of £79 million for the six years. It is estimated that £10·65 million will be payable in 1948-49.

During the past year, contracts with the United Kingdom have been renewed or extended covering the purchase of dairy products, meat, eggs and dried fruits. Provision has been made for an annual revision of prices.

#### **Exports of Foodstuffs Show Upward Trend**

Figures compiled by the Commonwealth Statistician indicate that the volume of Australian food exports has shown an upward trend since the 1945 and 1946 droughts. Figures for the first six months of 1948-49 would suggest that this will be a record year for Australia as far as exports are concerned.

At the same time it is noted that Australia exported less butter, beef, mutton and lamb to the United Kingdom in the first six months of the current year than in the corresponding period last year. Apparently only in flour and wheat has there been a substantial increase in the quantity of the chief foodstuffs Australia is sending to the United Kingdom.

Australia's income from the export of primary products has shown noteworthy increases. These are reflected in the export price indexes (base, 1936-37 to 1938-39 equals 1,000), which are continuing to advance, even above the 1947-48 level. Levels for the principal commodities, as of October, 1948, with the increase above 1947-48 shown within parentheses, are as follows: Wool, 3,281 (380); wheat, 4,393 (201); butter, 2,330 (395); meats, 1,757 (293); sugar, 3,402 (199); dried fruits, 1,572 (7); hides, 3,847 (203).

#### **Wheat Stabilization Act Guarantees Price**

The Commonwealth Wheat Stabilization Act 1948 came into operation late last year. It is significant that never before had seven Australian parliaments of varying political outlook agreed on a peacetime plan

for the internal and external marketing of wheat by one central marketing authority. Under the Act, the Commonwealth Government has guaranteed that wheat-growers would receive an ascertained cost-of-production price determined annually (at present 6s. 8d.) to operate up to a maximum of 100 million bushels of export wheat. The same price applied for home consumption wheat for all purposes.

A Wheat Board was created by the Act and empowered to receive, sell and return all proceeds (less handling, administration and stabilization deductions) to the Australian wheat-grower.

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#### **Canada to Buy Sugar from Current Trinidad Crop**

Port-of-Spain, March 23, 1949.—(F.T.S.)—Trinidad's sugar crop should yield close to 143,000 tons, according to the Sugar Manufacturers' Association. Up to March 12, a total of 598,997 tons of cane had been ground, from which 60,853 tons of sugar had been manufactured. Of this, 7,080 tons were shipped to Canada and 19,050 to the United Kingdom. It is anticipated that, of the total expected yield of 143,000 tons, 35,000 tons will be exported to Canada or about 25 per cent. The 1948 crop yielded about 116,000 tons, while the prewar peak in 1936 was 154,569 tons.

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#### **United States Seeks Fishing Vessels for Germany**

Washington, D.C., April 1, 1949.—(F.T.S.)—Fishing vessels are being sought by the United States Government for use in the German fishing industry. Several second-hand vessels have been purchased by the United States Army since last December, but it is in the market for more, provided they are not over twenty years old. The specifications are as follows:

- (a) Type—Rigged and fitted as an otter trawler.
- (b) Hull construction—Steel.
- (c) Length, b.p.—Not less than 100 feet.
- (d) Beam, moulded—Not less than 23 feet.
- (e) Propulsion—Diesel engine, with single screw.
- (f) Brake horsepower—Not less than 550.
- (g) Fuel capacity—Not less than 10,000 gallons.
- (h) Cruising range—Not less than 20 days.
- (i) Fish hold capacity—Not less than 250,000 pounds.
- (j) Gross tonnage—Not less than 200.
- (k) Hull and machinery—Must be complete and in serviceable condition.
- (l) Equipment—Must be complete.

Written offers from owners of trawlers meeting the above specifications will be used as a basis for negotiation.

Prior to acceptance, the government will conduct surveys of vessels considered suitable. Owners must be prepared to pass title, free of any liens, liabilities, mortgages and encumbrances.

Quotations, covering delivery in Boston, Mass., should be submitted to the Department of the United States Army, Office Chief of Transportation, Water Transport Service Division, Washington 25, D.C. Envelopes should be marked "Bid for Fishing Trawlers". Photographs and plans, if available, should be submitted with each offer and relevant information.

# India Provides for Small Surplus in Budget Brought Down for Current Fiscal Year

*Revenue to exceed expenditures by Rs.4,500,000 as compared with deficit of Rs.15,500,000 in previous period—Dangers of inflation made it necessary to balance the budget—Financially, position is intrinsically sound.*

By Richard Grew, Commercial Secretary for Canada

(One rupee equals 30 cents Canadian)

NEW DELHI, March 4, 1949.—Despite the many economic problems facing India, the government has provided for a small surplus of Rs.4,500,000 in the fiscal year ending March 31, 1950, which compares with a deficit of Rs.15,500,000 in the previous period. Dangers of inflation made it necessary to balance the budget. Furthermore, heavy expenditures have been incurred and will continue for some time as a result of the refugee problem, together with the situation in both Kashmir and Hyderabad. The financial position of the country is intrinsically sound, with only a moderate national debt in relation to the national income. External reserves, principally sterling accumulated during the war, are large, and there is practically no external debt.

Relief features of the new budget are:

- (a) Abolition of the capital gains tax, involving a loss of revenue of Rs.10,000,000. This tax has been the subject of much criticism in business circles on the grounds that it deterred development of new business enterprises.
- (b) Reduction of income tax on incomes up to Rs.10,000, which will entail a loss of Rs.30,000,000. Income tax is levied on incomes of Rs.3,500 and up, and the reduction varies slightly in accordance with the taxable income. There is also a reduction of tax in the top income brackets, which are also liable to super-tax. The loss of revenue from the higher income groups will amount to Rs.31,000,000, making a total loss of Rs.61,000,000 from income tax revenue.
- (c) The export duty on oil seeds and vegetable oils has been abolished, which will result in a loss of Rs.15,000,000 in revenue. The possibility of abolishing this particular tax has been under discussion for a considerable time, especially as Indian prices for these products have been out of line with world prices, particularly since the last harvest in the United States.
- (d) A rebate of half the duty on aviation gasoline used by flying clubs, aviation companies and others will involve a loss of Rs.4,000,000, while reliefs in customs duty in the case of raw materials for industry will amount to another Rs.3,500,000.

## **New Forms of Taxation Established**

In order to secure the estimated net surplus of Rs.4,500,000, new forms of taxation have been established, chief of which are the following:

- (a) Increase in the rate of postage on letters and postcards. At the same time, the existing surcharge on airmail is to be abolished. The net gain in revenue is estimated to be Rs.28,400,000.
- (b) An increase of customs duty on liquor, fabrics containing silk, rayon, woollen, cotton knitted apparel, rayon yarn and thread, earthenware, chinaware, paper excepting newsprint, stationery articles, glass and glassware, photographic appliances, clocks and watches, yielding an additional revenue of Rs.24,000,000.

- (c) Increase of both import and excise duties on motor gasoline, giving an extra Rs.25,500,000 in revenue.
- (d) Increased duty on betel nuts, which will bring in an additional Rs.10,000,000. Betel nuts are used more or less as chewing gum or chewing tobacco are used in Canada, the principal advantage of its use allegedly being that it aids digestion. It is frequently served after meals at dinner parties.
- (e) An export duty of 15 per cent ad valorem on cigarettes, cigars and cheroots. This is a new duty which is expected to yield a revenue of Rs.6,000,000.
- (f) The excise duty on sugar is to be increased by 12 annas (about 24 cents) to Rs.3-12-0 (about \$1.14) per hundredweight. Additional revenue Rs.15,000,000.
- (g) The excise duty on rubber tires to be increased from 15 per cent ad valorem to 30 per cent ad valorem, which is expected to increase revenue by Rs.7,000,000.
- (h) Additional excise duty on certain types of mill-made cloth, but not handloom cloth, will bring in an additional Rs.90,000,000.

### Summary of India's Budget

| REVENUE   | Revised        | Budget         |
|---|----------------|----------------|
|   | 1948-49        | 1949-50        |
|   | 000,000 Rupees |                |
| Customs .....   | 1,172.5        | 1,112.3        |
| Central excise duties .....                                   | 502.5          | 692.7          |
| Corporation tax .....   | 572.5          | 418.1          |
| Taxes on income other than corporation tax .....              | 1,007.5        | 1,070.9        |
| Opium .....   | 10.8           | 11.8           |
| Interest .....  | 14.2           | 11.9           |
| Civil administration .....                                    | 70.5           | 67.8           |
| Currency and mint .....                                       | 130.5          | 97.0           |
| Civil works .....   | 10.2           | 10.2           |
| Pre-partition receipts .....                                  | 134.0          | ....           |
| Other sources of revenue .....                                | 65.2           | 53.7           |
| Posts and telegraphs net contribution .....                   | 37.3           | 44.7           |
| Railways net contribution .....                               | 73.4           | 47.2           |
| Deduct—Share of income tax revenue payable to provinces ..... | 417.9          | 408.5          |
| <b>Total revenue .....</b>                                    | <b>3,383.2</b> | <b>3,229.8</b> |
| EXPENDITURE   |                |                |
|   | Revised        | Budget         |
|   | 1948-49        | 1949-50        |
|   | 000,000 Rupees |                |
| Direct demands on revenue .....                               | 98.8           | 100.6          |
| Irrigation .....  | 8.0            | 1.2            |
| Debt services .....   | 399.1          | 392.9          |
| Civil administration .....                                    | 383.5          | 405.0          |
| Currency and mint .....                                       | 27.6           | 22.3           |
| Civil works .....   | 81.5           | 73.2           |
| Pensions .....  | 26.8           | 26.8           |
| Miscellaneous—  |                |                |
| Expenditure on refugees .....                                 | 194.5          | 98.5           |
| Subsidy on food grains .....                                  | 319.6          | 329.7          |
| Other expenditure .....                                       | 53.0           | 51.2           |
| Grants to provinces, etc. ....                                | 29.6           | 29.6           |
| Extraordinary items .....                                     | 22.1           | 20.6           |
| Defence services (net) .....                                  | 1,554.3        | 1,573.7        |
| Pre-partition payments .....                                  | 207.5          | 100.0          |
| <b>Total expenditure .....</b>                                | <b>3,398.7</b> | <b>3,225.3</b> |
| Deficit .....   | -15.5          | Surplus +4.5   |

### Dried Whey Removed from Import Control

Dried whey (tariff item 43b) is no longer subject to import restrictions, when imported for use in the manufacture of animal or poultry feeds.

## Canadian Imports, by Areas

| Country   | February    |              |              | January—February |              |              |
|---|-------------|--------------|--------------|------------------|--------------|--------------|
|   | 1938        | 1948         | 1949         | 1938             | 1948         | 1949         |
| <b>COMMONWEALTH COUNTRIES</b> (Millions of Dollars) |             |              |              |                  |              |              |
| United Kingdom and Europe.....                      | 8.8         | 17.9         | 22.9         | 17.7             | 39.5         | 48.3         |
| America.....  | 0.4         | 1.2          | 2.3          | 1.1              | 4.7          | 4.6          |
| Africa.....   | 0.1         | 2.4          | 1.2          | 0.5              | 3.1          | 2.8          |
| Asia.....   | 1.4         | 2.8          | 5.0          | 3.3              | 9.6          | 11.3         |
| Oceania.....  | 1.2         | 1.4          | 3.5          | 2.1              | 3.2          | 4.4          |
| <b>TOTAL COMMONWEALTH COUNTRIES</b>                 | <b>11.9</b> | <b>25.7</b>  | <b>35.0</b>  | <b>24.8</b>      | <b>60.1</b>  | <b>71.4</b>  |
| <b>FOREIGN COUNTRIES</b>                            |             |              |              |                  |              |              |
| United States and Possessions.....                  | 31.2        | 137.0        | 148.9        | 63.5             | 287.4        | 314.0        |
| Latin America.....                                  | 0.6         | 14.1         | 13.7         | 1.4              | 29.6         | 27.9         |
| Europe.....   | 2.7         | 2.9          | 5.9          | 5.4              | 6.8          | 12.6         |
| Other Foreign.....                                  | 0.6         | 2.5          | 2.5          | 1.5              | 4.4          | 3.9          |
| <b>Total Foreign Countries</b> .....                | <b>35.1</b> | <b>156.5</b> | <b>171.0</b> | <b>71.9</b>      | <b>328.2</b> | <b>358.4</b> |
| <b>TOTAL IMPORTS FOR CONSUMPTION</b> ..             | <b>47.0</b> | <b>182.2</b> | <b>206.0</b> | <b>96.7</b>      | <b>388.2</b> | <b>429.8</b> |

### Canadian Imports, by Countries

| Country  | February     |               |               | January—February |               |               |
|--|--------------|---------------|---------------|------------------|---------------|---------------|
|  | 1938         | 1948          | 1949          | 1938             | 1948          | 1949          |
| <b>COMMONWEALTH COUNTRIES</b> (Thousands of Dollars) |              |               |               |                  |               |               |
| <b>Europe:</b>                                       |              |               |               |                  |               |               |
| United Kingdom.....                                  | 8,792        | 17,872        | 22,918        | 17,656           | 39,462        | 48,323        |
| Gibraltar.....                                       | 1            | .....         | 2             | 1                | 5             | 12            |
| Ireland.....   | .....        | .....         | .....         | .....            | .....         | .....         |
| Malta.....   | .....        | .....         | .....         | .....            | .....         | .....         |
| <b>Total Europe</b> .....                            | <b>8,793</b> | <b>17,872</b> | <b>22,920</b> | <b>17,657</b>    | <b>39,467</b> | <b>48,335</b> |
| <b>America:</b>                                      |              |               |               |                  |               |               |
| Newfoundland.....                                    | 31           | 287           | 190           | 189              | 1,601         | 604           |
| Bermuda.....   | 3            | 1             | 3             | 4                | 2             | 6             |
| Barbados.....  | 19           | 11            | 10            | 62               | 108           | 94            |
| Jamaica.....   | 123          | 415           | 695           | 262              | 833           | 1,008         |
| Trinidad and Tobago.....                             | 28           | 24            | 293           | 62               | 391           | 567           |
| Bahamas.....   | .....        | 78            | 82            | .....            | 229           | 219           |
| Leeward and Windward Islands.....                    | 51           | 4             | 7             | 115              | 24            | 13            |
| British Honduras.....                                | 3            | 102           | 6             | 4                | 199           | 141           |
| British Guiana.....                                  | 137          | 288           | 1,031         | 464              | 1,337         | 1,918         |
| Falkland Islands.....                                | .....        | .....         | .....         | .....            | .....         | .....         |
| <b>Total America</b> .....                           | <b>395</b>   | <b>1,210</b>  | <b>2,317</b>  | <b>1,162</b>     | <b>4,724</b>  | <b>4,570</b>  |
| <b>Africa:</b>                                       |              |               |               |                  |               |               |
| Northern Rhodesia.....                               | .....        | .....         | 5             | .....            | .....         | 10            |
| Union of South Africa.....                           | 22           | 173           | 305           | 232              | 380           | 464           |
| Other British South Africa.....                      | .....        | .....         | .....         | .....            | .....         | .....         |
| Southern Rhodesia.....                               | .....        | 9             | 2             | .....            | 16            | 7             |
| Gambia.....  | .....        | .....         | .....         | .....            | .....         | .....         |
| Gold Coast.....                                      | 7            | 1,270         | 382           | 7                | 1,270         | 845           |
| Nigeria.....   | 2            | 618           | 317           | 17               | 620           | 896           |
| Sierra Leone.....                                    | .....        | .....         | .....         | 1                | .....         | .....         |
| Other British West Africa.....                       | .....        | .....         | .....         | .....            | .....         | .....         |
| Anglo-Egyptian Sudan.....                            | 3            | .....         | 6             | 4                | 1             | 6             |
| British East Africa.....                             | 71           | 320           | 158           | 277              | 784           | 539           |
| <b>Total Africa</b> .....                            | <b>105</b>   | <b>2,390</b>  | <b>1,175</b>  | <b>538</b>       | <b>3,071</b>  | <b>2,767</b>  |

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

Canadian Imports, by Countries—Continued

| Country   | February |         |         | January—February |         |         |
|---|----------|---------|---------|------------------|---------|---------|
|   | 1938     | 1948    | 1949    | 1938             | 1948    | 1949    |
| COMMONWEALTH COUNTRIES—Conc. (Thousands of Dollars) |          |         |         |                  |         |         |
| <b>Asia:</b>  |          |         |         |                  |         |         |
| India.....  | 616      | 2,111   | 764     | 1,423            | 5,246   | 4,108   |
| Pakistan.....                                       |          | 29      | 25      |                  | 29      | 61      |
| Burma*.....   |          |         |         | 10               |         |         |
| Ceylon.....   | 163      | 411     | 629     | 411              | 1,920   | 1,683   |
| Aden.....   |          |         |         | 1                |         |         |
| British Malaya.....                                 | 481      | 214     | 3,484   | 1,238            | 2,230   | 5,141   |
| Other British East Indies.....                      | 4        |         |         | 14               | 13      | 13      |
| Hong Kong.....                                      | 37       | 44      | 141     | 134              | 145     | 311     |
| Palestine**.....                                    | 88       | 4       |         | 92               | 6       |         |
| Total Asia.....                                     | 1,389    | 2,813   | 5,043   | 3,323            | 9,589   | 11,317  |
| <b>Oceania:</b>                                     |          |         |         |                  |         |         |
| Australia.....                                      | 388      | 164     | 2,564   | 950              | 1,264   | 3,279   |
| New Zealand.....                                    | 514      | 1,236   | 18      | 750              | 1,954   | 168     |
| Fiji.....   | 279      |         | 956     | 441              |         | 957     |
| Other Oceania.....                                  |          |         |         |                  |         |         |
| Total Oceania.....                                  | 1,181    | 1,400   | 3,538   | 2,141            | 3,218   | 4,404   |
| TOTAL COMMONWEALTH COUNTRIES                        | 11,863   | 25,684  | 34,994  | 24,818           | 60,069  | 71,394  |
| FOREIGN COUNTRIES                                   |          |         |         |                  |         |         |
| <b>United States and Possessions:</b>               |          |         |         |                  |         |         |
| United States.....                                  | 31,186   | 136,847 | 148,316 | 63,516           | 286,823 | 313,618 |
| Alaska.....   | 10       | 124     | 4       | 19               | 253     | 159     |
| American Virgin Islands.....                        |          | 2       |         |                  | 8       | 1       |
| Hawaii.....   | 5        |         | 20      | 12               | 250     | 60      |
| Puerto Rico.....                                    |          | 3       | 20      |                  | 52      | 147     |
| United States Oceania.....                          |          |         |         |                  |         |         |
| Total United States and Possessions.....            | 31,201   | 136,976 | 148,860 | 63,547           | 287,395 | 313,985 |
| <b>Latin America:</b>                               |          |         |         |                  |         |         |
| Argentina.....                                      | 250      | 486     | 429     | 425              | 958     | 744     |
| Bolivia.....  |          |         | 15      | 2                |         | 18      |
| Brazil.....   | 33       | 1,698   | 2,183   | 78               | 3,582   | 3,831   |
| Chile.....  | 1        | 24      | 20      | 1                | 31      | 54      |
| Colombia.....                                       | 40       | 845     | 1,000   | 116              | 1,825   | 2,094   |
| Costa Rica.....                                     | 4        | 237     | 47      | 4                | 469     | 107     |
| Cuba.....   | 12       | 2,052   | 265     | 35               | 2,956   | 1,283   |
| Dominican Republic.....                             |          | 458     | 1,142   |                  | 1,239   | 1,670   |
| Ecuador.....  | 1        | 64      | 43      | 3                | 84      | 82      |
| El Salvador.....                                    |          | 364     | 56      |                  | 598     | 140     |
| Guatemala.....                                      | 3        | 573     | 129     | 9                | 1,231   | 431     |
| Haiti.....  |          | 30      | 21      |                  | 55      | 60      |
| Honduras.....                                       | 2        | 174     | 333     | 2                | 271     | 852     |
| Mexico.....   | 63       | 1,930   | 1,039   | 96               | 5,059   | 2,341   |
| Nicaragua.....                                      |          | 22      | 18      |                  | 22      | 18      |
| Panama.....   |          | 16      | 234     |                  | 249     | 411     |
| Paraguay.....                                       | 3        | 94      | 24      | 12               | 119     | 24      |
| Peru.....   | 114      | 34      | 516     | 556              | 45      | 533     |
| Uruguay.....  | 4        | 62      | 4       | 4                | 80      | 4       |
| Venezuela.....                                      | 61       | 4,967   | 6,171   | 62               | 10,750  | 13,176  |
| Total Latin America.....                            | 591      | 14,130  | 13,689  | 1,405            | 29,623  | 27,873  |
| <b>Europe:</b>                                      |          |         |         |                  |         |         |
| Albania.....  |          |         |         |                  |         |         |
| Austria.....  | 25       | 9       | 8       | 45               | 38      | 33      |
| Belgium and Luxembourg.....                         | 497      | 556     | 1,515   | 875              | 1,248   | 2,731   |
| Bulgaria.....                                       |          |         | 1       |                  |         | 1       |
| Czechoslovakia.....                                 | 236      | 252     | 657     | 458              | 660     | 1,154   |
| Denmark.....  | 11       | 10      | 36      | 19               | 50      | 882     |

\*See Foreign Countries from January 1, 1943.

\*\*See Foreign Countries from January 1, 1949.

Canadian Imports, by Countries—Concluded

| Country                         | February |         |         | January—February |         |         |
|---------------------------------|----------|---------|---------|------------------|---------|---------|
|                                 | 1938     | 1948    | 1949    | 1938             | 1948    | 1949    |
| FOREIGN COUNTRIES—Concluded     |          |         |         |                  |         |         |
| (Thousands of Dollars)          |          |         |         |                  |         |         |
| <b>Europe—Con.</b>              |          |         |         |                  |         |         |
| Estonia.....                    | 3        |         |         | 7                |         |         |
| Finland.....                    | 6        |         |         | 9                | 3       |         |
| France.....                     | 401      | 418     | 900     | 716              | 1,089   | 1,814   |
| Germany.....                    | 569      | 14      | 127     | 1,240            | 81      | 511     |
| Greece.....                     | 2        | 11      | 16      | 5                | 18      | 26      |
| Hungary.....                    | 18       | 15      | 17      | 36               | 21      | 21      |
| Iceland.....                    |          |         | 4       |                  | 1       | 4       |
| Italy.....                      | 157      | 324     | 800     | 351              | 754     | 1,457   |
| Latvia.....                     | 1        |         |         | 1                |         |         |
| Lithuania.....                  |          |         |         |                  |         |         |
| Netherlands.....                | 152      | 414     | 601     | 306              | 711     | 1,083   |
| Norway.....                     | 32       | 54      | 73      | 73               | 101     | 179     |
| Poland.....                     | 23       |         | 4       | 31               | 1       | 10      |
| Portugal.....                   | 12       | 84      | 76      | 22               | 157     | 172     |
| Azores and Madeira.....         | 11       | 22      | 59      | 23               | 36      | 99      |
| Roumania.....                   | 3        |         | 2       | 5                |         | 2       |
| Spain.....                      | 26       | 71      | 94      | 136              | 250     | 350     |
| Sweden.....                     | 126      | 213     | 334     | 337              | 350     | 573     |
| Switzerland.....                | 342      | 449     | 591     | 711              | 1,193   | 1,462   |
| U.S.S.R. (Russia).....          | 5        |         |         | 8                |         |         |
| Yugoslavia.....                 |          |         | 1       | 4                |         | 1       |
| Total Europe.....               | 2,658    | 2,916   | 5,916   | 5,418            | 6,762   | 12,565  |
| <b>Other Foreign Countries:</b> |          |         |         |                  |         |         |
| Afghanistan.....                |          |         |         |                  |         |         |
| Arabia.....                     |          |         | 1,066   |                  |         | 1,243   |
| Belgian Congo.....              |          | 455     | 69      |                  | 644     | 115     |
| Burma*.....                     |          |         |         |                  |         | 4       |
| China.....                      | 180      | 73      | 298     | 333              | 140     | 492     |
| Greenland.....                  |          |         |         |                  |         |         |
| Egypt.....                      | 30       | 1       | 9       | 88               | 583     | 16      |
| Ethiopia.....                   |          |         | 10      | 1                | 12      | 10      |
| French Africa.....              | 1        |         | 3       | 2                |         | 4       |
| French East Indies.....         | 10       |         |         | 59               |         |         |
| French Guiana.....              |          |         |         |                  |         |         |
| French Oceania.....             |          |         |         |                  |         | 1       |
| French West Indies.....         |          | 10      | 15      |                  | 15      | 15      |
| Madagascar.....                 | 2        |         |         | 3                | 5       |         |
| St. Pierre and Miquelon.....    |          | 1       | 1       | 5                | 1       | 4       |
| Iran.....                       | 7        | 1       | 37      | 8                | 12      | 48      |
| Iraq.....                       | 11       | 61      | 5       | 34               | 617     | 314     |
| Transjordan.....                |          |         |         |                  |         |         |
| Tripoli.....                    |          |         |         |                  |         |         |
| Other Italian Africa.....       |          |         |         |                  |         |         |
| Indonesia.....                  | 276      | 22      | 237     | 710              | 70      | 402     |
| Japan.....                      |          |         |         |                  |         |         |
| Korea.....                      |          |         |         |                  |         |         |
| Liberia.....                    |          | 1       | 19      | 3                | 4       | 38      |
| Morocco.....                    | 60       | 10      | 24      | 83               | 26      | 53      |
| Netherlands Antilles.....       |          | 84      | 23      |                  | 121     | 60      |
| Netherlands Guiana.....         |          | 856     |         |                  | 1,054   | 4       |
| Palestine*.....                 |          |         | 38      |                  |         | 74      |
| Philippine Islands.....         | 36       | 847     | 463     | 118              | 995     | 542     |
| Portuguese Africa.....          |          |         |         |                  | 15      |         |
| Portuguese Asia.....            |          |         |         |                  |         |         |
| Siam.....                       |          |         | 17      |                  |         | 19      |
| Canary Islands.....             | 1        | 1       |         | 1                | 3       |         |
| Spanish Africa.....             |          |         |         |                  |         |         |
| Syria.....                      | 2        | 1       | 3       | 6                | 3       | 4       |
| Turkey.....                     | 13       | 36      | 182     | 29               | 72      | 483     |
| Total Other Foreign.....        | 635      | 2,460   | 2,519   | 1,483            | 4,392   | 3,946   |
| TOTAL FOREIGN COUNTRIES.....    | 35,089   | 156,483 | 170,982 | 71,853           | 328,175 | 358,369 |
| TOTAL IMPORTS.....              | 46,952   | 182,167 | 205,976 | 96,671           | 388,244 | 429,762 |

\*See British Countries prior to 1948.

# British Imports of Canadian Newsprint Higher, but Lumber Purchases Lower

*While total amount purchased abroad was slightly larger than in 1947, it was only 28 per cent of amount imported in 1938—Further increase expected this year as newsprint quota to newspapers raised—Purchases of lumber greatly reduced—Imports of sawn softwoods from Canada fell by 47 per cent.*

By A. E. Bryan, Commercial Counsellor for Canada

(Editor's Note—This is the fourth in a series of articles on the overseas trade of Great Britain, prepared for *Foreign Trade*.)

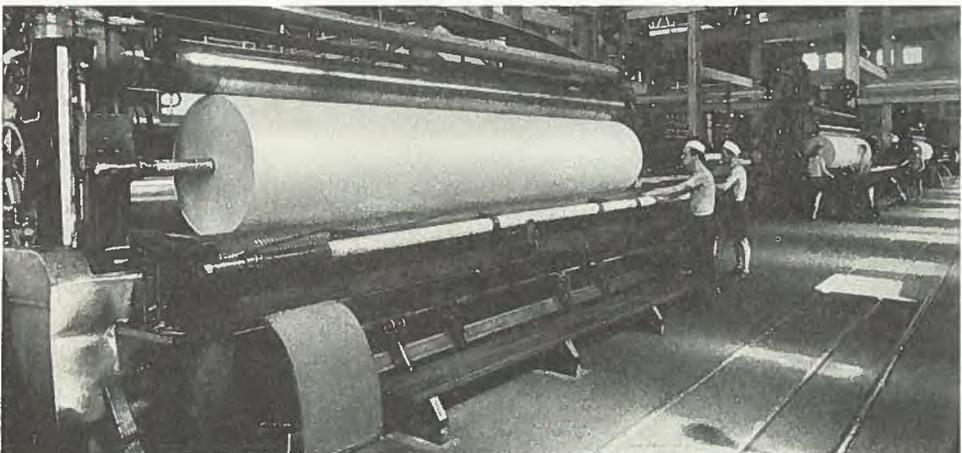
**L**ONDON, March 10, 1949.—Canada and Newfoundland were the principal sources of supply for newsprint imported by Great Britain last year. The total amount purchased abroad was slightly larger than in 1947, but only 28 per cent of the imports in 1938. A relatively small quantity was supplied by Finland. With an increase in the quota authorized for newspapers, which may raise the number of pages in a single issue from four to five, it is likely there will be some advance in the amount of newsprint imported during the current calendar year.

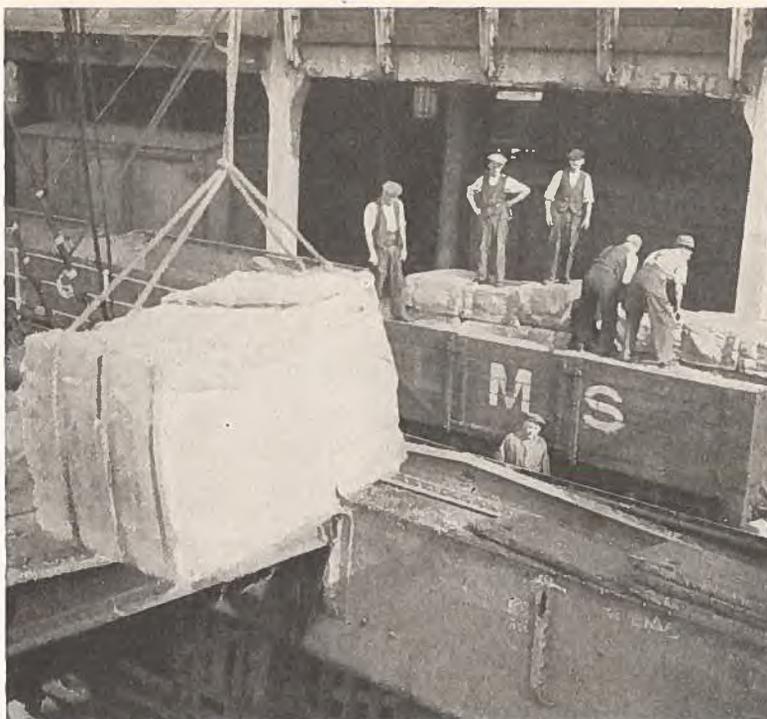
Total imports of wood pulp were larger than in 1947, and the proportion from Canada was greater even than purchases before the war. The Scandinavian countries, which were the main sources of supply in 1938 for chemical and mechanical wood-pulp, retained their dominant positions in the past year.

### British Imports of Newsprint

| Total              | 1938      | 1947      | 1948      |
|--------------------|-----------|-----------|-----------|
| Cwts. ....         | 8,926,924 | 2,449,696 | 2,525,264 |
| £ .....            | 4,196,629 | 3,544,126 | 4,181,714 |
| Principal Sources  |           | (Cwts.)   |           |
| Canada .....       | 3,094,396 | 1,196,555 | 1,141,451 |
| Newfoundland ..... | 3,406,981 | 883,226   | 844,846   |
| Finland .....      | 1,676,893 | 344,435   | 203,720   |

Canada and Newfoundland supplied Great Britain with 79 per cent of all the newsprint imported last year, amounting to 1,986,000 cwts. Eight per cent was purchased from Finland.





Great Britain—Canadian wood pulp being unloaded at a British port. Scandinavia was the principal source of supply for wood pulp last year.

### British Imports of Wood Pulp

| Chemical, Dry, Bleached   |           |           |            |
|---------------------------|-----------|-----------|------------|
| Total                     |           |           |            |
| Tons .....                | 266,401   | 210,848   | 272,230    |
| £ .....                   | 4,242,056 | 9,140,668 | 14,113,273 |
| Principal Sources         |           | (Tons)    |            |
| Canada .....              | 24,502    | 49,244    | 51,888     |
| Sweden .....              | 65,651    | 106,801   | 133,095    |
| Norway .....              | 61,089    | 29,004    | 44,923     |
| Finland .....             | 91,879    | 21,986    | 29,005     |
| Chemical, Dry, Unbleached |           |           |            |
| Total                     |           |           |            |
| Tons .....                | 1938      | 1947      | 1948       |
| £ .....                   | 577,492   | 304,065   | 465,186    |
| Principal Sources         |           | (Tons)    |            |
| Canada .....              | 17,459    | 38,475    | 75,141     |
| Finland .....             | 230,737   | 93,924    | 173,687    |
| Sweden .....              | 250,969   | 135,739   | 162,281    |
| Newfoundland .....        | 1,503     | 31,760    | 30,735     |
| Mechanical, Wet           |           |           |            |
| Tons .....                | 660,411   | 249,114   | 300,535    |
| £ .....                   | 4,106,172 | 5,213,348 | 7,711,153  |
| Principal Sources         |           | (Tons)    |            |
| Canada .....              | 18,729    | 26,894    | 31,177     |
| Sweden .....              | 233,876   | 141,088   | 126,601    |
| Norway .....              | 220,067   | 43,023    | 101,043    |

### British Imports of Kraft Paper

Imports of kraft paper remained stable. Receipts from Canada rose by 8 per cent and from Sweden by 18 per cent. This compensated for a smaller contribution from Finland.

| Total             | 1938      | 1947      | 1948      |
|-------------------|-----------|-----------|-----------|
| Cwts. ....        | 1,621,226 | 1,035,584 | 1,095,249 |
| £ .....           | 1,388,301 | 2,951,207 | 3,466,726 |
| Principal Sources |           | (Cwts.)   |           |
| Canada .....      | 37,285    | 72,428    | 78,687    |
| Sweden .....      | 840,272   | 609,713   | 721,863   |
| Finland .....     | 236,245   | 164,096   | 127,990   |

### British Imports of Lumber

A feature of the lumber import trade was the general contraction as compared with the previous year. In most branches, the Canadian proportion was about one-half the 1947 quantities. Total imports of sawn softwoods, which is the most important item, fell by 20 per cent, and Canada's share by 47 per cent. Imports from Germany also declined by 20 per cent, but purchases from Sweden increased by 13 per cent.

#### Sawn Hardwood

| Total                | 1938      | 1947                  | 1948       |
|----------------------|-----------|-----------------------|------------|
| Thous. cub. ft. .... | 30,747    | 20,573                | 19,927     |
| £ .....              | 5,696,966 | 10,996,049            | 11,470,875 |
| Principal Sources    |           | (Thousand cubic feet) |            |
| Canada .....         | 6,108     | 6,041                 | 3,152      |
| Germany .....        | 32        | 2,231                 | 3,157      |
| United States .....  | 9,893     | 5,835                 | 2,989      |
| Yugoslavia .....     | 2,751     | 770                   | 2,303      |

#### Sawn Softwood

| Total             | 1938       | 1947        | 1948       |
|-------------------|------------|-------------|------------|
| Standards .....   | 1,480,457  | 1,085,820   | 820,633    |
| £ .....           | 19,724,410 | 58,604,280  | 44,967,464 |
| Principal Sources |            | (Standards) |            |
| Canada .....      | 289,847    | 452,353     | 238,739    |
| Sweden .....      | 218,535    | 153,323     | 174,631    |
| Finland .....     | 364,266    | 191,757     | 154,880    |
| Germany .....     | 425        | 104,737     | 79,098     |

#### Planed or Dressed Softwood

| Total             | 1938      | 1947        | 1948      |
|-------------------|-----------|-------------|-----------|
| Standards .....   | 297,872   | 79,870      | 39,314    |
| £ .....           | 4,593,393 | 4,973,112   | 2,522,482 |
| Principal Sources |           | (Standards) |           |
| Canada .....      | 110,757   | 41,665      | 21,202    |
| Sweden .....      | 119,163   | 28,808      | 18,110    |

#### Boxboards, Softwood

| Total             | 1938      | 1947        | 1948      |
|-------------------|-----------|-------------|-----------|
| Standards .....   | 88,634    | 29,611      | 24,185    |
| £ .....           | 1,806,339 | 2,249,933   | 2,012,052 |
| Principal Sources |           | (Standards) |           |
| Canada .....      | 268       | 5,031       | 5,103     |
| Sweden .....      | 30,830    | 22,842      | 17,367    |

#### Pitprops

| Total                    | 1938      | 1947                  | 1948       |
|--------------------------|-----------|-----------------------|------------|
| Piled cub. fathoms ..... | 684,717   | 644,057               | 545,376    |
| £ .....                  | 4,678,892 | 15,267,210            | 13,331,895 |
| Principal Sources        |           | (Piled cubic fathoms) |            |
| Canada .....             | 6,980     | 207,662               | 187,921    |
| Finland .....            | 277,038   | 252,814               | 196,798    |
| France .....             | 89,636    | 34,315                | 42,555     |
| Sweden .....             | 41,034    | 38,419                | 34,320     |

#### Sleepers

| Total               | 1938      | 1947        | 1948      |
|---------------------|-----------|-------------|-----------|
| Standards .....     | 117,211   | 100,937     | 57,264    |
| £ .....             | 1,966,507 | 5,837,688   | 3,402,369 |
| Principal Sources   |           | (Standards) |           |
| Canada .....        | 29,282    | 58,392      | 47,880    |
| United States ..... | 1,079     | 40,557      | 4,230     |

| Veneers             |            |            |           |
|---------------------|------------|------------|-----------|
| Total               | 1938       | 1947       | 1948      |
| Cwts. ....          | 246,983    | 538,083    | 507,458   |
| £ .....             | 731,025    | 2,765,180  | 2,937,638 |
| Principal Sources   |            |            |           |
| Canada .....        | 45,464     | 272,103    | 116,787   |
| France .....        | 91,916     | 39,556     | 89,094    |
| United States ..... | 39,367     | 169,269    | 76,859    |
| Plywood             |            |            |           |
| Total               | 1938       | 1947       | 1948      |
| Cub. ft. ....       | 10,861,755 | 9,225,502  | 6,176,278 |
| £ .....             | 3,354,763  | 12,265,200 | 7,879,748 |
| Principal Sources   |            |            |           |
| Canada .....        | 365,999    | 2,876,836  | 1,690,883 |
| Finland .....       | 4,819,599  | 2,926,118  | 3,121,920 |
| Sweden .....        | 217,563    | 388,154    | 429,370   |
| France .....        | 118,094    | 9,340      | 330,050   |
| United States ..... | 278,155    | 2,371,881  | 307,319   |

### British Imports of Paper-board

Although aggregate imports of paper-board dwindled slightly, due mainly to smaller deliveries from Finland, Canadian shipments recovered by 5 per cent. The story in 1949 will be disappointing, as currency difficulties have caused a cut in the Canadian import program for certain classes of board by as much as 70 per cent.

| Total             | 1938      | 1947      | 1948      |
|-------------------|-----------|-----------|-----------|
| Cwts. ....        | 1,988,934 | 1,301,009 | 1,157,030 |
| £ .....           | 1,516,591 | 3,041,815 | 3,159,431 |
| Principal Sources |           |           |           |
| Canada .....      | 417,009   | 296,005   | 311,666   |
| Finland .....     | 538,743   | 375,915   | 285,225   |
| Norway .....      | 201,330   | 172,995   | 182,861   |

### India Seeks Tenders for Buses and Bus Chassis

Bombay, March 23, 1949.—(FTS)—Tenders for buses and bus chassis are issued from time to time by the Provincial Motor Transport Controller, Bombay, India. These are for standard gasoline and diesel urban and inter-city buses. Canadian manufacturers of buses and chassis interested in receiving notices of such tenders should write to the Provincial Motor Transport Controller, State Transport Office, Asian Air Buildings, Globe Mill Passage Worli, Bombay 18, India, requesting that their names be included on the list of firms to receive notices for the tender.

### Great Britain to Supply Egypt with Petroleum Products

London, April 7, 1949.—(FTS)—Great Britain has agreed to supply Egypt during 1949 with petroleum products up to a value of £5 million against payment in sterling, according to a financial agreement covering the year 1949 between the United Kingdom and Egypt. Facilities are also extended under which the United Kingdom-Egyptian Oilfields and Shell companies may pay sterling for essential dollar equipment imported into Egypt.

Egypt is to be provided with £5 million in United States dollars, in two instalments of £2,500,000. In addition, £12 million will be released immediately from Egypt's pre-July, 1947, sterling balances and provision is made for further releases up to £18 million.

It has been agreed that the level of United Kingdom exports to Egypt in 1949 may be £47 million or even higher.

# Canada Supplied Forty Per Cent Of "Off-Shore" ECA Purchases

*Procurement authorizations, approved by Economic Co-operation Administration for purchase in this country, aggregated \$690,096,776 in the twelve months ended March 31, 1949—United Kingdom received 84.3 per cent of commodities shipped by Canada under program.*

WASHINGTON, April 4, 1949.—Authorizations for procurement in Canada of commodities required by countries participating in the European Recovery Program aggregated \$690,096,776 in the twelve months ended March 31, 1949. During its first year's operations, the Economic Co-operation Administration approved procurement authorizations to a value of \$4,876,457,967. Of this amount, \$4,430,629,317 were for the purchase of commodities and \$445,828,650 were for the payment of ocean freight on the goods concerned. "Off-shore" authorizations totalled \$1,739,170,218, of which Canada contributed commodities valued at \$690,096,776. This figure represents 16 per cent of the total authorizations and 40 per cent of the total "off-shore" authorizations.

As indicated in the following table, 84.3 per cent of the Canadian authorizations were for the shipment of commodities to Great Britain. The total of \$581,572,129 included wheat, \$246,356,629; flour, \$58,126,740; aluminum, \$48,914,000; bacon, \$47,700,000; copper, \$38,638,760; lumber and other sawmill products, \$31,324,000; woodpulp, \$22,700,000; and lead, \$22,421,000. Bread grains represented 46 per cent of all the commodities approved for shipment to the ERP countries, amounting in value to \$316,580,016.

## Canadian Authorizations, by Commodities

|                                   |  |                      |
|-----------------------------------|--|----------------------|
| <b>BREAD GRAINS</b>               |  | <b>Total</b>         |
| Wheat .....                       |  | \$255,719,788        |
| Rye .....                         |  | 2,441,488            |
| Flour .....                       |  | 58,396,740           |
| Mixed .....                       |  | 122,000              |
| <b>Total .....</b>                |  | <b>\$316,680,016</b> |
| <b>COARSE GRAINS</b>              |  |                      |
| Coarse grains (unspec.) .....     |  | 1,969,120            |
| Barley .....                      |  | 6,247,736            |
| Flaxseed .....                    |  | 5,801,534            |
| Rapeseed and meal .....           |  | 522,756              |
| <b>Total .....</b>                |  | <b>\$ 14,541,146</b> |
| <b>FATS AND OILS</b>              |  |                      |
| Linseed oil .....                 |  | 2,105,007            |
| Miscellaneous fats and oils ..... |  | 1,909,000            |
| <b>Total .....</b>                |  | <b>\$ 4,014,007</b>  |
| <b>OILCAKE AND MEAL</b>           |  |                      |
| Linseed cake or meal .....        |  | 743,300              |
| Oilcake and/or meal .....         |  | 1,738,683            |
| Fish meal .....                   |  | 526,261              |
| <b>Total .....</b>                |  | <b>\$ 3,008,244</b>  |

**Canadian Authorizations, by Commodities—Continued**

|                                    |                      |
|------------------------------------|----------------------|
| <b>LIVESTOCK, ANIMAL PRODUCTS</b>  | <b>Total</b>         |
| Meat, excluding bacon .....        | \$ 10,550,000        |
| Bacon .....                        | 47,700,000           |
| Hog liver .....                    | 13,740               |
| Cheese .....                       | 10,000,000           |
| Hides and skins .....              | 1,651,400            |
| Leather .....                      | 1,056,000            |
| <b>Total</b> .....                 | <b>\$ 70,971,140</b> |
| <b>WOOD AND WOOD PRODUCTS</b>      |                      |
| Pulpwood .....                     | 826,000              |
| Lumber and sawmill products .....  | 35,079,748           |
| Woodpulp .....                     | 16,464,500           |
| Paper and products .....           | 27,962,510           |
| <b>Total</b> .....                 | <b>\$ 80,332,758</b> |
| <b>INDUSTRIAL EQUIPMENT</b>        |                      |
| Machine tools .....                | 158,900              |
| Textile machinery .....            | 499,125              |
| Electrical equipment .....         | 266,666              |
| Electrode paste .....              | 74,500               |
| Agricultural machinery .....       | 8,497,102            |
| Precision instruments .....        | 69,200               |
| Trucks .....                       | 1,091,700            |
| Tractors .....                     | 3,264,986            |
| Metal-working machinery .....      | 262,000              |
| Aircraft parts .....               | 5,600                |
| Miscellaneous .....                | 11,529,332           |
| <b>Total</b> .....                 | <b>\$ 25,719,111</b> |
| <b>METALS, MINERALS AND ALLOYS</b> |                      |
| Aluminum .....                     | 55,032,215           |
| Copper .....                       | 45,483,200           |
| Lead .....                         | 26,549,000           |
| Zinc .....                         | 21,361,607           |
| Nickel .....                       | 3,686,570            |
| Non-ferrous metals (unspec.) ..... | 77,800*              |
| Cobalt .....                       | 134,600              |
| Pyrites .....                      | 188,000              |
| Ferro-alloys .....                 | 6,176,600            |
| Brass .....                        | 198,850              |
| Asbestos .....                     | 2,335,000            |
| Ferro-silicon .....                | 21,300               |
| Non-metallic minerals .....        | 3,434,410            |
| <b>Total</b> .....                 | <b>\$164,523,552</b> |
| <b>TEXTILES</b>                    |                      |
| Wool fabrics .....                 | 100,000              |
| Cotton yarn .....                  | 30,900               |
| Canvas .....                       | 15,120               |
| Miscellaneous .....                | 1,508,935            |
| <b>Total</b> .....                 | <b>\$ 1,654,955</b>  |
| <b>CHEMICALS AND PRODUCTS</b>      |                      |
| Fertilizer .....                   | 3,349,887            |
| Paraffin wax .....                 | 125,600              |
| Rubber (synthetic) .....           | 451,000              |
| Miscellaneous .....                | 2,736,580            |
| <b>Total</b> .....                 | <b>\$ 6,663,067</b>  |
| <b>MARINE EQUIPMENT</b>            |                      |
| Ships (complete) .....             | 1,759,000            |
| Barge parts .....                  | 58,000               |
| <b>Total</b> .....                 | <b>\$ 1,817,000</b>  |

\*Represents a minus item. This may be explained by the fact that the Economic Co-operation Administration has either cancelled or reduced the amount of an authorization, which figure has been published prior to the processing and publication of the original authorization.

### Canadian Authorizations, by Commodities—*Concluded*

| PLANTS AND PLANT PRODUCTS   | Total      |
|-----------------------------|------------|
| Fruits and vegetables ..... | \$ 250,000 |
| Lecithin (soya) .....       | 8,200      |
| Dried peas .....            | 98,000     |
| Miscellaneous .....         | 474,580    |
| Total .....                 | \$ 830,780 |

### Canadian Authorizations, by Countries

|   |               |
|---|---------------|
| <b>AUSTRIA</b>                                |               |
| Rye .....                                     | 1,308,960     |
| Rapeseed .....                                | 475,256       |
| Linseed oil .....                             | 1,281,255     |
| Linseed cake or meal .....                    | 200,000       |
| Hides and skins .....                         | 1,101,400     |
| Agricultural equipment, except tractors ..... | 97,000        |
| Miscellaneous industrial materials .....      | 17,000        |
| Copper .....                                  | 360,740       |
| Nickel .....                                  | 80,000        |
| Ferro-alloys .....                            | 295,000       |
| Non-metallic minerals .....                   | 55,000        |
| Canvas .....                                  | 15,120        |
| Textile products .....                        | 175,000       |
| Total .....                                   | \$ 5,461,731  |
| <b>BELGIUM</b>                                |               |
| Wheat .....                                   | 1,298,385     |
| Barley .....                                  | 1,465,000     |
| Aluminum .....                                | 865,000       |
| Lead .....                                    | 2,736,000     |
| Nickel .....                                  | 30,000        |
| Ferro-alloys .....                            | 700,000       |
| Total .....                                   | \$ 7,094,385  |
| <b>BIZONE GERMANY</b>                         |               |
| Miscellaneous fats and oils .....             | 1,909,000     |
| Oilcake and meal .....                        | 632,000       |
| Hides and skins .....                         | 200,000       |
| Paper and products .....                      | 6,188,000     |
| Nickel .....                                  | 1,174,570     |
| Cobalt .....                                  | 134,600       |
| Ferro-alloys .....                            | 515,600       |
| Asbestos .....                                | 150,000       |
| Non-ferrous metals .....                      | 48,000        |
| Total .....                                   | \$ 11,041,770 |
| <b>CHINA</b>                                  |               |
| Fertilizer .....                              | 114,169       |
| Miscellaneous chemicals and products .....    | 420,000       |
| Total .....                                   | \$ 534,169    |
| <b>DENMARK</b>                                |               |
| Barley .....                                  | 2,423,800     |
| Oilcake and meal .....                        | 119,276       |
| Fish meal .....                               | 526,261       |
| Agricultural equipment, except tractors ..... | 225,000       |
| Tractors .....                                | 133,514*      |
| Miscellaneous industrial equipment .....      | 2,610,792     |
| Aluminum .....                                | 305,215       |
| Copper .....                                  | 569,000       |
| Lead .....                                    | 145,000       |
| Zinc .....                                    | 300,000       |
| Synthetic rubber .....                        | 60,000        |
| Ships, complete .....                         | 1,759,000     |
| Miscellaneous plants and plant products ..... | 74,000        |
| Total .....                                   | \$ 8,983,830  |

\*Represents a minus item. This may be explained by the fact that the Economic Co-operation Administration has either cancelled or reduced the amount of an authorization, which figure has been published prior to the processing and publication of the original authorization.

**Canadian Authorizations, by Countries—Continued**

| FRANCE  | Total                |
|---|----------------------|
| Flaxseed .....                                | \$ 2,124,456         |
| Linseed cake or meal .....                    | 166,000              |
| Hog liver .....                               | 13,740               |
| Lumber and sawmill products .....             | 370,000              |
| Woodpulp .....                                | 364,500              |
| Paper and products .....                      | 660,000              |
| Machine tools .....                           | 70,000               |
| Electrical equipment .....                    | 10,000               |
| Trucks .....                                  | 241,000              |
| Metal working machinery .....                 | 35,000               |
| Miscellaneous industrial equipment .....      | 12,362,625           |
| Aluminum .....                                | 1,420,000            |
| Copper .....                                  | 4,430,900            |
| Lead .....                                    | 474,000              |
| Zinc .....                                    | 2,506,607            |
| Nickel .....                                  | 1,201,000            |
| Non-ferrous metals (unspec.) .....            | 787,000*             |
| Pyrites .....                                 | 188,000              |
| Ferro-chrome .....                            | 255,000              |
| Brass .....                                   | 148,850              |
| Asbestos .....                                | 185,000              |
| Non-metallic minerals .....                   | 1,997,000            |
| Textile products .....                        | 1,316,000            |
| Fertilizer .....                              | 2,540,000            |
| Paraffin wax .....                            | 119,000              |
| Rubber (synthetic) .....                      | 391,000              |
| Miscellaneous chemicals and products .....    | 497,000              |
| Miscellaneous plants and plant products ..... | 280,000              |
| <b>Total .....</b>                            | <b>\$ 33,579,678</b> |
| <br>  |                      |
| <b>FRENCH NORTH AFRICA</b>                    |                      |
| Paper and products .....                      | 27,000               |
| Agricultural equipment except tractors .....  | 63,000               |
| Miscellaneous industrial equipment .....      | 300,000              |
| Trucks .....                                  | 31,000               |
| Copper .....                                  | 255,000              |
| <b>Total .....</b>                            | <b>\$ 676,000</b>    |
| <br>  |                      |
| <b>FRENCH OVERSEAS TERRITORIES</b>            |                      |
| Electrical equipment .....                    | 36,000               |
| Trucks .....                                  | 154,000              |
| Metal working machinery .....                 | 85,000               |
| Miscellaneous industrial equipment .....      | 216,000              |
| Fish and fish products .....                  | 150,000              |
| Agricultural machinery .....                  | 40,000               |
| Miscellaneous chemicals and products .....    | 118,000              |
| <b>Total .....</b>                            | <b>\$ 799,000</b>    |
| <br>  |                      |
| <b>FRENCH ZONE GERMANY</b>                    |                      |
| Aluminum .....                                | 456,000              |
| Nickel .....                                  | 85,000               |
| Non-ferrous metals (unspecified) .....        | 510,000              |
| Miscellaneous industrial equipment .....      | 130,000*             |
| Ferro-silicon .....                           | 21,300               |
| Miscellaneous plants and plant products ..... | 3,000                |
| <b>Total .....</b>                            | <b>\$ 9,453,000</b>  |
| <br>  |                      |
| <b>GREECE</b>                                 |                      |
| Hides and skins .....                         | 260,000              |
| Fish and fish products .....                  | 1,090,000*           |
| Lumber and sawmill products .....             | 920,000              |
| Paper and products .....                      | 225,000              |
| Agricultural equipment except tractors .....  | 110,000              |
| Aluminum .....                                | 480,000              |
| Non-ferrous metals (unspecified) .....        | 14,200               |
| Fertilizer .....                              | 718                  |
| Tractors .....                                | 55,000               |
| <b>Total .....</b>                            | <b>\$ 974,918</b>    |

**Canadian Authorizations, by Countries—Continued**

**ICELAND**

|   |                   |
|---|-------------------|
| Wheat flour .....                             | \$ 270,000        |
| Mixed bread grains .....                      | 122,000           |
| Coarse grains (unspecified) .....             | 132,000           |
| Nitro fertilizer .....                        | 275,000           |
| Miscellaneous plants and plant products ..... | 45,000            |
| Paper and products .....                      | 20,000            |
| <b>Total .....</b>                            | <b>\$ 864,000</b> |

**IRELAND**

|   |                     |
|---|---------------------|
| Wheat .....                                   | 2,252,480           |
| Coarse grains (unspecified) .....             | 98,000              |
| Linseed, cake or meal .....                   | 80,065              |
| Leather .....                                 | 156,000             |
| Lumber and sawmill products .....             | 1,197,748           |
| Woodpulp .....                                | 393,000             |
| Paper and products .....                      | 1,099,510           |
| Electrical equipment .....                    | 27,150              |
| Agricultural machinery .....                  | 396,410             |
| Trucks .....                                  | 60,000              |
| Ferro-alloys .....                            | 72,000              |
| Miscellaneous industrial equipment .....      | 1,145,132           |
| Non-metallic minerals .....                   | 70,410              |
| Miscellaneous textiles .....                  | 17,935              |
| Miscellaneous chemicals and products .....    | 66,580              |
| Fruits and vegetables .....                   | 250,000             |
| Miscellaneous plants and plant products ..... | 238,580             |
| <b>Total .....</b>                            | <b>\$ 7,621,000</b> |

**ITALY**

|  |                     |
|--|---------------------|
| Fish (salted) .....                          | 281,000             |
| Lumber and sawmill products .....            | 240,000             |
| Agricultural equipment except tractors ..... | 127,000             |
| Copper .....                                 | 188,800             |
| Nickel .....                                 | 927,000             |
| <b>Total .....</b>                           | <b>\$ 1,763,800</b> |

**NETHERLANDS**

|  |                      |
|--|----------------------|
| Wheat and grain .....                                    | 6,788,459            |
| Flaxseed .....   | 1,373,878            |
| Linseed oil .....  | 823,752              |
| Linseed cake or meal .....                               | 3,635,342            |
| Pulpwood .....   | 826,000              |
| Brass .....  | 50,000               |
| Lumber and sawmill products .....                        | 1,028,000            |
| Machine tools .....                                      | 50,000               |
| Miscellaneous industrial equipment and spare parts ..... | 582,000              |
| Precision instruments .....                              | 40,000               |
| Aluminum .....   | 2,225,000            |
| Copper .....   | 1,040,000            |
| Nickel .....   | 130,000              |
| Lead .....   | 500,000              |
| Ferro-alloys .....                                       | 304,000              |
| Metallic ores and concentrates .....                     | 20,000               |
| Wool fabrics .....                                       | 100,000              |
| Tractors .....   | 70,000*              |
| Miscellaneous chemicals .....                            | 260,000              |
| Non-metallic minerals .....                              | 222,000              |
| Lecithin (soya) .....                                    | 8,200                |
| Agricultural equipment except tractors .....             | 203,000*             |
| Miscellaneous plants and plant products .....            | 84,000               |
| Metal-working machinery .....                            | 80,000*              |
| <b>Total .....</b>                                       | <b>\$ 19,737,631</b> |

\*Represents a minus item. This may be explained by the fact that the Economic Co-operation Administration has either cancelled or reduced the amount of an authorization, which figure has been published prior to the processing and publication of the original authorization.

**Canadian Authorizations, by Countries—Concluded**

|  |                      |
|--|----------------------|
| <b>NORWAY</b>                                |                      |
| Wheat .....                                  | \$ 2,385,000         |
| Rye .....                                    | 295,539              |
| Coarse grain (unspecified) .....             | 570,000              |
| Barley .....                                 | 851,880              |
| Electrode paste .....                        | 74,500               |
| Lead .....                                   | 25,000               |
| Cotton yarn .....                            | 30,900               |
| <b>Total .....</b>                           | <b>\$ 4,232,819</b>  |
| <br>   |                      |
| <b>SWEDEN</b>                                |                      |
| Electrical equipment .....                   | 22,016               |
| Aluminum .....                               | 367,000              |
| Miscellaneous non-ferrous metals .....       | 15,000               |
| Non-metallic minerals .....                  | 290,000              |
| Paraffin wax .....                           | 6,600                |
| Miscellaneous chemicals .....                | 150,000              |
| <b>Total .....</b>                           | <b>\$ 850,616</b>    |
| <br>   |                      |
| <b>TURKEY</b>                                |                      |
| Agricultural equipment except tractors ..... | 1,313,000            |
| Tractors .....                               | 2,051,000            |
| <b>Total .....</b>                           | <b>\$ 3,364,000</b>  |
| <br>   |                      |
| <b>UNITED KINGDOM</b>                        |                      |
| Wheat .....                                  | 246,356,629          |
| Wheat flour .....                            | 58,126,740           |
| Meat, except bacon .....                     | 10,550,000           |
| Bacon .....                                  | 47,700,000           |
| Cheese .....                                 | 10,000,000           |
| Leather .....                                | 900,000              |
| Lumber and sawmill products .....            | 31,324,000           |
| Woodpulp .....                               | 22,700,000           |
| Paper and products .....                     | 12,750,000           |
| Textile machinery .....                      | 459,000              |
| Electrical equipment .....                   | 153,000              |
| Agricultural machinery .....                 | 1,600,000            |
| Trucks .....                                 | 524,000              |
| Metal-working machinery .....                | 129,000              |
| Miscellaneous industrial equipment .....     | 940,000              |
| Aluminum .....                               | 48,914,000           |
| Copper .....                                 | 38,638,760           |
| Lead .....                                   | 22,421,000           |
| Zinc .....                                   | 18,555,000           |
| Non-ferrous metals (unspecified) .....       | 350,000              |
| Asbestos .....                               | 2,000,000            |
| Miscellaneous chemicals and products .....   | 1,645,000            |
| Non-metallic minerals .....                  | 800,000              |
| Machine tools .....                          | 1,000                |
| Ferro-alloys .....                           | 4,035,000            |
| <b>Total .....</b>                           | <b>\$581,572,129</b> |
| <b>Grand total .....</b>                     | <b>\$690,096,776</b> |

**New Brewery and Glass Bottle Plants Built in Trinidad**

Port-of-Spain, March 17, 1949.—(FTS)—Indicative of the post-war drive for the development of secondary industries, a new brewery and a glass bottle manufacturing plant are rapidly approaching completion on a strategically located site east of Port-of-Spain. Erected at a cost of over two million dollars, it is expected that the glass plant will be in full operation by August and the brewery about a month later. The company has a number of other subsidiary concerns in mind, including one for the manufacture of shipping containers.

# Government of India Will Operate Various Industries of Country

*Railways, transport, atomic power, manufacture of arms and armaments are to be monopoly of government—Iron and steel, coal, shipbuilding, aircraft, communication equipment, mineral oil and electricity industries to be developed by the state.*

By Richard Grew, Commercial Secretary for Canada

(Editor's Note—This is the third in a series of articles on economic conditions in India during 1948, prepared for *Foreign Trade*. One rupee equals 30 cents Canadian.)

**N**EW DELHI, February 19, 1949.—Various industries, such as rail transportation, atomic power, manufacture of arms and armaments, are to be the monopoly of the Government of India, according to the first major enunciation of government industrial policy on April 6. A second group, including iron and steel, coal, shipbuilding, aircraft, communication equipment, mineral oil and electricity, will also be developed by the government, although existing undertakings will not be disturbed, and will be given opportunities to expand. Future industries of this type, however, will only be started by the government or with government participation.

The third group of 18 major industries will be operated by private enterprise, although subject to regulation and control by the Centre. A National Planning Commission is to be set up to formulate development schemes and secure their execution. Cottage industries are to be encouraged, especially on a co-operative basis.

Industrial output during 1947-48 has been slightly higher than the previous year, although still far below wartime output, according to available statistics. On an average, India may be said to be producing industrially at 15 per cent above prewar level.

## **Cotton Textile Industry Showing Signs of Recovery**

The cotton textile industry has shown signs of revival, although the absence of abnormal factors, which operated in 1947, should account for the major part of the increase in production. There has been little internal disorder, and the number of hours lost by labour troubles is far less. The reduction of working hours from nine to eight per shift has, to some extent, offset this, while complete decontrol in the first six months of the year resulted in the peak output of 401,000,000 yards of cloth and 131,000,000 pounds of yarn in July, 1948. Production of cloth in the first three quarters of the year, in million yards, were 1,016, 1,090 and 1,151 respectively, and the total for the year is likely to be about 4,500 million yards. Production of yarn, in million pounds, was 331, 359 and 383 in the first three quarters, and the total production for the year will be about 1,475 million pounds. These figures are slightly below the levels reached during 1943-45, which roughly indicates the installed capacity.

In view of the lack of machinery replacements, it is unlikely that higher figures can be achieved unless the triple-shift system is introduced. The main check to production was felt in August, after the government had decided to reimpose control by the fixation of ex-mill prices, price-stamping on cloth, prescription of a margin of 20 per cent between ex-mill and retail

price, and the handling of provincial and state quotas by agencies nominated by the provincial and state governments. These new agencies were unable to clear off stocks which accumulated in mill yards, and this was further aggravated by transport difficulties.

A new factor is the supply of raw cotton. Cotton producers recently have not been delivering stocks at the prices fixed, and the government has no means of requisitioning them. As this locally produced short staple cotton is essential for the coarse varieties of cloth, cotton mills are faced with suspension of production or, alternatively, with changing over to finer counts by importing foreign cotton, particularly from America, where the price factor seems favourable in spite of dollar shortages.

#### **Estimated Steel Output Slightly Reduced**

Steel production during the first three quarters of the year was 224,600 tons, 201,700 tons and 211,050 tons respectively. At this rate, the total for the year is unlikely to exceed 850,000 tons, slightly below the output for last year of 868,580 tons. This is two-thirds of the installed capacity of 1,264,000 tons, and one-third of the total demand, which is about 2,500,000 tons. Paucity of labour and lack of coal and transport are the main difficulties, according to the industry. As a long-term plan, the government proposes to set up works with a total capacity of 1,000,000 tons per annum, but this is still in the blueprint stage.

There has been a slight recovery in this industry during the latter part of the year over the slump month of May, when production was only 63,347 tons. In August output was 87,000 tons and in September, 95,290 tons. The September figure exceeds the previous record of 94,675 tons established in March, and is the highest since January, 1947. There has been an increase in the production of both hessian and sacking. The development of the industry depends primarily on the amount exported. The prewar figure for export was 50 per cent, but this has now declined to about 25 to 30 per cent primarily because of the price factor, which is leading to a substitution of paper bags in the United States and to competition from Dundee.

The production of cement, which was at the rate of 375,000 tons in the first two quarters of the year fell to 356,000 tons in the third quarter. Total production for the whole year is estimated at 1,046 million tons, which is approximately equal to the annual rate for undivided India in 1947. This is one of the industries affected by partition, which left five factories in Pakistan and 19 in India. Work on about 32 new cement plants, first sanctioned in 1945, will shortly be commenced, increasing the installed capacity from 2,500,000 tons to 5,725,000 tons.

#### **Pithead Coal Stocks Declined Slightly**

Raisings of coal in 1948 are estimated to total 30,000,000 tons for the year, which is the same as for 1947 and slightly above the rate of 28,300,000 tons in 1938. Pithead stocks were about 2,610,000 tons in the second quarter, declining slightly in the third quarter to 2,260,000 tons. Until there is an improvement in this position, very little advantage would result in increasing the volume of production. Even if the transport situation improves considerably, the main coal problem will still be the deterioration of output per worker, which has been decreasing during the last ten years from about 141 tons per head in 1938 to 93.7 tons in 1947, a fall by about 35 per cent. The development of 200 more miles of railways lines has been given top priority and, when completed, should remove the transport bottleneck.

|                  | First quarter<br>Tons | Second quarter<br>Tons | Third quarter<br>Tons |
|------------------|-----------------------|------------------------|-----------------------|
| Raisings .....   | 8,035,462             | 7,872,565              | 6,713,321             |
| Despatches ..... | 6,499,969             | 6,443,991              | 6,358,173             |

There has been a steady decline in paper production from 24,298 tons in the first quarter of the year to 23,150 tons in the second and 22,970 tons in the third. Apart from transport difficulty and labour shortage, the control over distribution of indigenous paper is acting as a handicap, and the prices fixed have no relation to the cost of production.

#### **Non-ferrous Industry Considerably Expanded**

Considerable expansion occurred in the non-ferrous industry during 1948 and noteworthy development has taken place in the manufacture of brass and copper sheets and rods. Three manufacturing concerns have set up sheet rolling plants in Bombay during the year, the total additional capacity installed being in the neighbourhood of 12,000 tons. The brass and copper sheets plant at Ghatsila in Bihar has also been expanded. A modern extrusion press has been set up in Calcutta. Two extrusion presses for lead pipes have been ordered and will be set up in Calcutta and Bombay. The new factory which has been started in Travancore for the manufacture of aluminum cables will go into production shortly.

Production of copper remains at the level of 6,000 tons as in previous years. Aluminum production during 1948 is estimated to be about 3,000 tons as against 2,500 tons in 1947. This is still about 4,000 tons below the actual capacity, but the main difficulty is still lack of electric power.

#### **Refined Petroleum Production Increased in 1948**

Output of refined petroleum products in Canada in 1948 was almost 11 per cent higher than in the preceding year, major increases being in motor gasoline, kerosene, and fuel oils. The year's aggregate output amounted to 80,969,000 barrels as compared with 73,077,000 in 1947.

During the year, 89,275,000 barrels of crude petroleum were received at Canadian refineries as compared with 76,721,000 the year before, an increase of 16.3 per cent. Receipts of imported crude rose to 77,336,000 barrels from 69,828,000, or by nearly 11 per cent, while the supply from Canadian sources increased to 11,939,000 barrels from 6,893,000, or by 73 per cent. Domestic crude accounted for over 13 per cent of the total in 1948 as against nine per cent in 1947.—(*Dominion Bureau of Statistics*)

#### **Prague International Fair Well Attended**

Berne, March 31, 1949.—(FTS)—Three hundred firms from fourteen countries were represented at the Prague International Fair, held from March 13 to March 20, and it is estimated that buyers from more than fifty nations attended, together with a million ordinary visitors.

Czechoslovakia displayed manufactures of heavy and light metal, textiles, glass, jewellery, leather and rubber goods, chemical and pharmaceutical products, ceramics and porcelain, wooden articles, foodstuffs, samples of modern packaging material, and a range of new inventions.

Collective displays were provided by Switzerland, Poland, Italy, Hungary, Yugoslavia and the Soviet Zone of Germany, while private enterprise in the United States, France, Great Britain, Belgium, Denmark, Austria and Sweden arranged for individual exhibits.

## Newfoundland Trade Inquiries

St. John's, Newfoundland.—Importers and commission agents are giving some consideration to the establishment of closer connections with manufacturers in other provinces.

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

Canadian firms interested in supplying any of the products listed should communicate with the Department's Eastern Representative in this city, indicating the products they are prepared to make available, and quoting the serial number shown below. Firms in Newfoundland that have registered their requirements at his office will be notified. They will likely communicate with one or other of the Canadian firms that has taken advantage of this service.

The fifth list of Newfoundland Trade Inquiries is published below. The others appeared in the January 1st, January 15th, February 5th and February 12th issues of *Foreign Trade*.

### Importers—

IM 41—Heaters; heating equipment; stoves; radios.

IM 42—Envelopes; paper bags; toilet tissue; wrapping paper; writing tablets.

IM 43—Canned foods, milk, meats; ladies' dresses, blouses, underwear; nylon hosiery; men's shirts; all types of footwear; general line of jewellery, including watches; building materials, wallboard, etc.

### Agents—

CA 14—Lines and twines.

CA 15—Foodstuffs; liquor and beer; machinery.

CA 16—Paints.

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### J. C. Depocas Transferred to Guatemala City



J. C. Depocas

Jean Charles Depocas, formerly of Montreal, has been appointed Canadian Government Trade Commissioner in Guatemala City, Guatemala, where he arrived on April 10. He succeeds C. B. Birkett, who is returning to Canada on tour and transfer to another post. Mr. Depocas joined the Canadian Trade Commissioner Service in January, 1934, and was appointed Assistant Trade Commissioner in Milan, Italy, the following year. He was transferred to Buenos Aires, Argentina, in 1939, became Assistant Commercial Attaché in 1941, and Acting Commercial Attaché at the Canadian Embassy, in 1945. He opened a new office in São Paulo, Brazil, in April, 1947, continuing in that post until his recent transfer to Guatemala, where the office was opened by Mr. Birkett in the latter part of 1946.

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### C. Blair Birkett Returns on Tour

C. Blair Birkett, Canadian Government Trade Commissioner in Guatemala since 1946, has returned home on leave before proceeding to another post. He will tour Canada, discussing trade conditions in Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua with businessmen interested in that territory. Montreal and Toronto are the only cities on his itinerary at present.



## Trade Fair News

Information of particular interest to firms planning participation in the Canadian International Trade Fair, being held in Toronto from May 30 to June 10, 1949, will be published from week to week in this column.

Thirty-three countries will be represented at the Canadian International Trade Fair as a result of a reservation for space made by an Egyptian firm specializing in hand-made ornamental handiwork.

\* \* \* \*

One of the British firms offering anti-shrink fabrics obtained an impromptu testing demonstration of just how much their rayon will take and still retain their original characteristics. En route overseas, 20,000 yards of anti-shrink rayons of delicate hue were submerged for four weeks in dirty, greasy bilge water, due to rough weather capsizing part of the cargo.

When salvaged, the fabric was examined and showed no deterioration had taken place in the fibres and a shrinkage test revealed that the original dimensions had not altered.

\* \* \* \*

American firms that have reserved space for the fair to sell their products will be able to convert any Canadian funds they accumulate, through the sale of their display products at the fair, into United States dollars. Customs procedure governing the entry of such display products to Canada has been simplified also.

The Canadian government will give special authority, upon application, to sell any samples displayed, even such goods as are ordinarily on the prohibited list.

\* \* \* \*

*Jewellery*—Reservation of space by an Australian opal cutting and distributing company for the first time adds interest to this trade classification. Known as a precious stone which defies imitation, the opals to be displayed include, the Harlequin, black opal, the Firefly and Jupiter, as well as white opals from the White Cliff opal fields of New South Wales.

The collection consists of 300 specimens in all sizes and shapes. Although the firm says the opal fields of Australia are approaching exhaustion, they have accumulated a substantial stock of the precious gems for the Canadian and United States markets.

\* \* \* \*

*Machinery—Engineering and Plant Equipment*—The number of firms exhibiting in this classification has been given a sharp boost with the reservation of space by Engineering Industries Association, representing 1,200 firms from the London area of England. The firms are manufacturers of light and medium engineering products, tools and instruments. In addition to offering their products at the trade fair, the association will investigate Canadian market requirements, price competition, saleability of their goods and report their findings to their member firms.

Machinery and plant equipment firms from nine countries have reserved space at this time, with Great Britain leading in number of firms represented.

# Trade and Tariff Regulations

## India Increases Duty on Bicycles and Parts

Bombay, April 9, 1949.—(FTS)—Effective April 2, the duty on bicycles, parts and accessories imported from the United Kingdom is increased from 24 to 60 per cent ad valorem. If imported from other countries, the new duty is 70 per cent ad valorem instead of the previous rate of 36 per cent.

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## Admission of Gift Parcels into Great Britain Subject to Conditions

London, March 24, 1949. — (FTS) — Import licences will not be required for goods classed as unsolicited gifts, provided they are not brought into the United Kingdom for sale, commercial or professional use. They should be clearly marked as gifts, and the weight of any one package must not exceed 22 pounds, whether the gifts are sent by post or otherwise.

The concession does not apply to arms and ammunition, plumage, dangerous drugs or other articles that were subject to special prohibitions or restrictions by virtue of legislation passed before September, 1939. Nor are gifts relieved from any appropriate customs duty and/or purchase tax on arrival in this country.

Gift food parcels and gift parcels containing only discarded clothing, medical supplies and soap will be admitted without customs charge, provided the authorities are satisfied that the apparel has been discarded.

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## Peru Places Imported Wine and Liquor under Government Monopoly

Lima, March 25, 1949.—(FTS)—Trade in imported wine and liquor has been placed under government monopoly by a decree issued on March 25. The monopoly, which will be administered by the tax collection department of the Caja de Depositos y Consignaciones, a fiscal banking entity, will import the necessary wine and liquor to meet consumption requirements and will sell them to the retail trade at fixed prices to be set by the Ministry of Finance. Sales will be made on a cash basis, with the merchants being allowed a discount of 15 per cent as total profit. Retailers will only sell such wine and liquor at official prices to be fixed by the government monopoly. In the meantime, merchants will be permitted to sell their present stocks without restriction.

Imports of wine and liquor arriving in Peru after March 25, 1949, including those that are presently being cleared through the customs, will be acquired by the government monopoly at cost price plus a 10 per cent profit for the importer. Such imports will then be subject to the regulations of the decree.

Although Canadian distillers and exporters of wine and liquor to Peru will note that the importers in this country will be required to sell direct to the government monopoly, no immediate effect will take place, as imports of wine and liquor are prohibited in Peru under the present import regulations.

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## Grand Falls Raised to Port Status

Grand Falls, in the province of Newfoundland, has been raised to the status of a port. Botwood, Buchans and Fogo will be outports under the port of Grand Falls.



## Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the 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. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

### Departures from Montreal

\* Calls at Halifax about four days later.

† Calls at Quebec about two days later.

(r) Indicates refrigerated cargo space.

| Destination          | Loading Date  | Vessel                  | Operator or Agent                      |
|----------------------|---------------|-------------------------|--|
| <b>Africa-East—</b>  |               |                         |  |
| Lourenço Marques..   | May 10        | <i>Ocean Vesper</i>     | Elder Dempster                         |
| Lourenço Marques..   | May 13-23     | <i>Cambray</i>          | Elder Dempster                         |
| Lourenço Marques..   | May 24        | <i>Biafra</i>           | Elder Dempster                         |
| Lourenço Marques..   | May 25        | <i>Catrine</i>          | Shipping Limited                       |
| Lourenço Marques..   | June 25       | <i>A Ship</i>           | Shipping Limited                       |
| Lourenço Marques..   | May 18-25     | <i>Thorshall</i>        | Kerr Steamships                        |
| Beira.....           |               |                         |  |
| Mombasa.....         |               |                         |  |
| <b>Africa-South—</b> |               |                         |  |
|                      | May 5-10      | <i>Hants County</i>     | March Shipping                         |
|                      | May 10        | <i>Ocean Vesper</i>     | Elder Dempster                         |
| Cape Town.....       | May 13-23     | <i>Cambray</i>          | Elder Dempster                         |
| Port Elizabeth.....  | May 18-25     | <i>Thorshall</i>        | Kerr Steamships                        |
| East London.....     | May 20-25     | <i>Digby County</i>     | March Shipping                         |
| Durban.....          | May 24        | <i>Biafra</i>           | Elder Dempster                         |
|                      | May 25        | <i>Catrine</i>          | Shipping Limited                       |
|                      | June 25       | <i>A Ship</i>           | Shipping Limited                       |
| <b>Argentina—</b>    |               |                         |  |
| Buenos Aires.....    | May 6-7       | <i>Mormacpenn</i>       | Montreal Shipping                      |
| Buenos Aires.....    | Mid-May       | <i>A Ship</i>           | Furness Withy                          |
| Buenos Aires.....    | May 18-21     | <i>Bowhill</i>          | Cunard Donaldson                       |
| <b>Australia—</b>    |               |                         |  |
| Brisbane.....        | May 13-19     | <i>Port Wyndham</i>     | Montreal Australia<br>New Zealand Line |
| Sydney.....          |               |                         |  |
| Geelong.....         |               |                         |  |
| Melbourne.....       |               |                         |  |
| Adelaide.....        |               |                         |  |
| <b>Belgium—</b>      |               |                         |  |
| Antwerp.....         | Apr. 29-May 7 | <i>Asia (r)</i>         | Cunard Donaldson                       |
| Antwerp.....         | Apr. 29-May 6 | <i>Beckenham</i>        | Cunard Donaldson                       |
| Antwerp.....         | May 3-10      | <i>Krageholm</i>        | Swedish American                       |
| Antwerp.....         | May 9         | <i>Bysanz</i>           | Shipping Limited                       |
| Antwerp.....         | May 10        | <i>Hada County</i>      | Canada Steamships                      |
| Antwerp.....         | May 10        | <i>Ornefjell</i>        | Brock Shipping                         |
| Antwerp.....         | May 12        | <i>Prins Maurits</i>    | Shipping Limited                       |
| Antwerp.....         | May 13        | † <i>Beaverghen (r)</i> | Canadian Pacific                       |
| Antwerp.....         | May 15-20     | <i>Rouen</i>            | Furness Withy                          |
| Antwerp.....         | May 16        | <i>Prins Willem III</i> | Shipping Limited                       |
| Antwerp.....         | May 20        | <i>Prins Alexander</i>  | Shipping Limited                       |
| Antwerp.....         | May 20-25     | <i>Rouen</i>            | Furness Withy                          |

## Departures from Montreal—Continued

| Destination         | Loading Date  | Vessel                   | Operator or Agent  |
|---------------------|---------------|--------------------------|--------------------|
| <b>Belgium—Con.</b> |               |                          |                    |
| Antwerp.....        | May 20-27     | <i>Vasaholm</i>          | Swedish American   |
| Antwerp.....        | May 21        | <i>Kent County</i>       | Canada Steamships  |
| Antwerp.....        | May 23-30     | <i>Beaconsfield</i>      | Cunard Donaldson   |
| Antwerp.....        | May 24        | <i>Makefjell</i>         | Brock Shipping     |
| Antwerp.....        | May 24        | <i>Hedel</i>             | Shipping Limited   |
| Antwerp.....        | May 31        | <i>Grey County</i>       | Canada Steamships  |
| Antwerp.....        | June 17-23    | <i>Tunaholm</i>          | Swedish American   |
| <b>Brazil—</b>      |               |                          |                    |
| Rio de Janeiro..... | May 6-7       | <i>Mormacpenn</i>        | Montreal Shipping  |
| Santos.....         | Mid-Day       | <i>A Ship</i>            | Furness Withy      |
|                     | May 18-21     | <i>Bowhill</i>           | Cunard Donaldson   |
| Recife.....         | } May 6-7     | <i>Mormacpenn</i>        | Montreal Shipping  |
| Bahia.....          |               |                          |                    |
| <b>China—</b>       |               |                          |                    |
| Shanghai.....       | May 9-15      | <i>Menestheus</i>        | Cunard Donaldson   |
| Shanghai.....       | May 10        | <i>City of Liverpool</i> | McLean Kennedy     |
| Shanghai.....       | May 15        | <i>A Ship</i>            | March Shipping     |
| <b>Colombia—</b>    |               |                          |                    |
| Barranquilla.....   | May 6         | * <i>Benny (r)</i>       | Saguenay Terminals |
| Barranquilla.....   | May 10-14     | * <i>Laholm</i>          | Swedish American   |
| Barranquilla.....   | May 26-30     | * <i>Polykarp</i>        | Swedish American   |
| <b>Cuba—</b>        |               |                          |                    |
| Havana.....         | } May 11-12   | <i>A Ship</i>            | Saguenay Terminals |
| Santiago.....       |               |                          |                    |
| Havana.....         | Apr. 28-May 5 | <i>Eika</i>              | Federal Commerce   |
| Havana.....         | May 18-23     | * <i>Tidaholm</i>        | Swedish American   |
| Havana.....         | May 27-28     | <i>A Ship</i>            | Saguenay Terminals |
| <b>Denmark—</b>     |               |                          |                    |
| Copenhagen.....     | May 3-10      | <i>Krageholm</i>         | Swedish American   |
| Copenhagen.....     | May 17        | <i>Ravnefjell</i>        | Brock Shipping     |
| Copenhagen.....     | May 19-23     | <i>Brush</i>             | Swedish American   |
| Copenhagen.....     | May 20-27     | <i>Vasaholm</i>          | Swedish American   |
| Copenhagen.....     | May 26-28     | <i>Erland</i>            | Swedish American   |
| Copenhagen.....     | June 2        | <i>Oris</i>              | Brock Shipping     |
| Copenhagen.....     | June 7-11     | <i>Erik Banck</i>        | Swedish American   |
| Copenhagen.....     | June 17-23    | <i>Tunaholm</i>          | Swedish American   |
| <b>Finland—</b>     |               |                          |                    |
| Helsinki.....       | May 3-10      | <i>Krageholm</i>         | Swedish American   |
| Helsinki.....       | May 19-23     | <i>Brush</i>             | Swedish American   |
| Helsinki.....       | May 20-27     | <i>Vasaholm</i>          | Swedish American   |
| Helsinki.....       | May 26-28     | <i>Erland</i>            | Swedish American   |
| Helsinki.....       | June 7-11     | <i>Erik Banck</i>        | Swedish American   |
| Helsinki.....       | June 17-23    | <i>Tunaholm</i>          | Swedish American   |
| <b>France—</b>      |               |                          |                    |
| Le Havre.....       | May 3-10      | <i>Krageholm</i>         | Swedish American   |
| Le Havre.....       | May 10        | <i>Hada County</i>       | Canada Steamships  |
| Le Havre.....       | May 20-25     | <i>Rouen</i>             | Furness Withy      |
| Le Havre.....       | May 20-27     | <i>Vasaholm</i>          | Swedish American   |
| Le Havre.....       | May 21        | <i>Kent County</i>       | Canada Steamships  |
| Le Havre.....       | May 31        | <i>Grey County</i>       | Canada Steamships  |
| Le Havre.....       | June 17-23    | <i>Tunaholm</i>          | Swedish American   |
| Marseilles.....     | May 20-25     | <i>Capo Arma</i>         | Furness Withy      |
| <b>Germany—</b>     |               |                          |                    |
| Hamburg.....        | Apr. 29-May 6 | <i>Beckenham</i>         | Cunard Donaldson   |
| Hamburg.....        | May 3-10      | <i>Krageholm</i>         | Swedish American   |
| Hamburg.....        | May 9         | <i>Bysanz</i>            | Shipping Limited   |
| Hamburg.....        | May 12        | <i>Prins Maurits</i>     | Shipping Limited   |
| Hamburg.....        | May 16        | <i>Prins Willem III</i>  | Shipping Limited   |
| Hamburg.....        | May 20        | <i>Hedel</i>             | Shipping Limited   |
| Hamburg.....        | May 20-27     | <i>Vasaholm</i>          | Swedish American   |
| Hamburg.....        | May 23-30     | <i>Beaconsfield</i>      | Cunard Donaldson   |
| Hamburg.....        | May 24        | <i>Prins Alexander</i>   | Shipping Limited   |
| Hamburg.....        | June 17-23    | <i>Tunaholm</i>          | Swedish American   |

Departures from Montreal—Continued

| Destination                    | Loading Date  | Vessel                   | Operator or Agent   |
|--------------------------------|---------------|--------------------------|---------------------|
| <b>Greece—</b>                 |               |                          |                     |
| Piraeus.....                   | May 14-22     | <i>Mont Gaspe</i>        | Montreal Shipping   |
| Piraeus.....                   | May 26-June 1 | <i>Maria Theresa G.</i>  | Montreal Shipping   |
| <b>Hong Kong.....</b>          | May 9-15      | <i>Menestheus</i>        | Cunard Donaldson    |
|                                | May 10        | <i>City of Liverpool</i> | McLean Kennedy      |
|                                | May 15        | <i>A Ship</i>            | March Shipping      |
| <b>India and Pakistan—</b>     |               |                          |                     |
| Bombay.....                    | May 10        | <i>City of Lyons</i>     | McLean Kennedy      |
| Karachi.....                   | May 15        | <i>A Ship</i>            | March Shipping      |
| Madras.....                    | May 25        | <i>Derwenthall</i>       | McLean Kennedy      |
| Calcutta.....                  |               |                          |                     |
| <b>Ireland—</b>                |               |                          |                     |
| Dublin.....                    | May 16        | <i>Torr Head</i>         | McLean Kennedy      |
| <b>Italy—</b>                  |               |                          |                     |
| Naples.....                    | May 14-22     | <i>Mont Gaspe</i>        | Montreal Shipping   |
| Genoa.....                     | May 26-June 1 | <i>Maria Theresa G.</i>  | Montreal Shipping   |
| West Coast Ports..             | May 20-25     | <i>Capo Arma</i>         | Furness Withy       |
| <b>Japan—</b>                  |               |                          |                     |
| Kobe.....                      | May 9-15      | <i>Menestheus</i>        | Cunard Donaldson    |
| Yokohama.....                  |               |                          |                     |
| <b>Malta—</b>                  |               |                          |                     |
| Valetta.....                   | May 14-27     | <i>Mont Gaspe</i>        | Montreal Shipping   |
| <b>Mediterranean—</b>          |               |                          |                     |
| Central and Western Areas..... | May 14-22     | <i>Mont Gaspe</i>        | Montreal Shipping   |
|                                | May 26-June 1 | <i>Maria Theresa G.</i>  | Montreal Shipping   |
| <b>Mexico—</b>                 |               |                          |                     |
| Tampico.....                   | May 18-23     | * <i>Tidaholm</i>        | Swedish American    |
| Veracruz.....                  | Apr. 28-May 5 | <i>Eika</i>              | Federal Commerce    |
|                                | Apr. 29-May 6 | <i>Beckenham</i>         | Cunard Donaldson    |
|                                | May 3-10      | <i>Krageholm</i>         | Swedish American    |
|                                | May 9         | <i>Bysanz</i>            | Shipping Limited    |
|                                | May 10        | <i>Hada County</i>       | Canada Steamships   |
|                                | May 10        | <i>Ornefjell</i>         | Brock Shipping      |
|                                | May 12        | <i>Prins Maurits</i>     | Shipping Limited    |
|                                | May 16        | <i>Prins Willem III</i>  | Shipping Limited    |
|                                | May 20        | <i>Prins Alexander</i>   | Shipping Limited    |
|                                | May 20-27     | <i>Vasaholm</i>          | Swedish American    |
|                                | May 21        | <i>Kent County</i>       | Canada Steamships   |
|                                | May 23-30     | <i>Beaconsfield</i>      | Cunard Donaldson    |
|                                | May 24        | <i>Makefjell</i>         | Brock Shipping      |
|                                | May 24        | <i>Hedel</i>             | Shipping Limited    |
|                                | May 31        | <i>Grey County</i>       | Canada Steamships   |
|                                | June 17-23    | <i>Tunaholm</i>          | Swedish American    |
| <b>Netherlands—</b>            |               |                          |                     |
| Amsterdam.....                 | May 16        | <i>Prins Willem III</i>  | Shipping Limited    |
| Rotterdam.....                 | May 20        | <i>Prins Alexander</i>   | Shipping Limited    |
|                                | May 20-27     | <i>Vasaholm</i>          | Swedish American    |
|                                | May 21        | <i>Kent County</i>       | Canada Steamships   |
|                                | May 23-30     | <i>Beaconsfield</i>      | Cunard Donaldson    |
|                                | May 24        | <i>Makefjell</i>         | Brock Shipping      |
|                                | May 24        | <i>Hedel</i>             | Shipping Limited    |
|                                | May 31        | <i>Grey County</i>       | Canada Steamships   |
|                                | June 17-23    | <i>Tunaholm</i>          | Swedish American    |
| <b>Netherlands Antilles—</b>   |               |                          |                     |
| Curacao.....                   | May 6         | * <i>Benny (r)</i>       | Saguenay Terminals  |
| Curacao.....                   | May 10-14     | * <i>Laholm</i>          | Swedish American    |
| Curacao.....                   | May 26-30     | * <i>Polykarp</i>        | Swedish American    |
| <b>Newfoundland--</b>          |               |                          |                     |
| St. John's.....                | April 25-27   | <i>Island Connector</i>  | Clarke Steamships   |
| St. John's.....                | May 1-4       | <i>Blue Seal</i>         | Montreal Shipping   |
| St. John's.....                | May 2-4       | <i>Wellington Kent</i>   | Newfoundland Canada |
| St. John's.....                | May 8-11      | <i>Blue Peter II</i>     | Montreal Shipping   |
| St. John's.....                | May 16-18     | <i>Wellington Kent</i>   | Newfoundland Canada |
| St. John's.....                | May 30-June 1 | <i>Wellington Kent</i>   | Newfoundland Canada |
| <b>New Zealand—</b>            |               |                          |                     |
| Auckland.....                  | May 4-10      | <i>Gloucester</i>        | Montreal Australia  |
| Wellington.....                |               |                          | New Zealand Line    |
| Lyttleton.....                 | May 21-27     | <i>Ottawa Valley</i>     | Montreal Australia  |
| Dunedin.....                   |               |                          | New Zealand Line    |

## Departures from Montreal—Continued

| Destination              | Loading Date  | Vessel                       | Operator or Agent |
|--------------------------|---------------|------------------------------|-------------------|
| <b>Northern Ireland—</b> |               |                              |                   |
| Belfast.....             | May 11        | <i>Inishowen Head</i>        | McLean Kennedy    |
| Belfast.....             | May 25        | <i>Ramore Head</i>           | McLean Kennedy    |
| <b>Norway—</b>           | May 3-10      | <i>Krageholm</i>             | Swedish American  |
| Oslo.....                | May 19-23     | <i>Brush</i>                 | Swedish American  |
| Kristiansand.....        | May 20-27     | <i>Vasaholm</i>              | Swedish American  |
| Stavanger.....           | May 26-28     | <i>Erland</i>                | Swedish American  |
| Bergen.....              | May 27-June 1 | <i>Topdalsfjord</i>          | Kerr Steamships   |
|                          | June 7-11     | <i>Erik Banck</i>            | Swedish American  |
|                          | June 17-23    | <i>Tunaholm</i>              | Swedish American  |
| Trondheim.....           | May 27-June 1 | <i>Topdalsfjord</i>          | Brock Shipping    |
| Bergen.....              | May 17        | <i>Ravnefjell</i>            | Brock Shipping    |
| Oslo.....                | June 2        | <i>Oris</i>                  | Brock Shipping    |
| Stavanger.....           |               |                              |                   |
| <b>Philippines—</b>      |               |                              |                   |
| Manila.....              | May 9-15      | <i>Menestheus</i>            | Cunard Donaldson  |
| Man'la.....              | May 10        | <i>City of Liverpool</i>     | McLean Kennedy    |
| <b>Poland—</b>           | May 3-10      | <i>Krageholm</i>             | Swedish American  |
| Gydnia.....              | May 19-23     | <i>Brush</i>                 | Swedish American  |
| Gdansk.....              | May 20-27     | <i>Vasaholm</i>              | Swedish American  |
|                          | May 26-28     | <i>Erland</i>                | Swedish American  |
|                          | June 7-11     | <i>Erik Banck</i>            | Swedish American  |
|                          | June 17-23    | <i>Tunaholm</i>              | Swedish American  |
| <b>Portugal—</b>         |               |                              |                   |
| Lisbon.....              | May 26-June 1 | <i>Maria Theresa G.</i>      | Montreal Shipping |
| <b>Puerto Rico—</b>      |               |                              |                   |
| San Juan.....            | May 10-14     | * <i>Laholm</i>              | Swedish American  |
| San Juan.....            | May 26-30     | * <i>Polykarp</i>            | Swedish American  |
| <b>Sweden—</b>           | May 3-10      | <i>Krageholm</i>             | Swedish American  |
| Gothenburg.....          | May 19-23     | <i>Brush</i>                 | Swedish American  |
| Malmö.....               | May 20-27     | <i>Vasaholm</i>              | Swedish American  |
| Norrköping.....          | May 26-28     | <i>Erland</i>                | Swedish American  |
| Stockholm.....           | June 7-11     | <i>Erik Banck</i>            | Swedish American  |
|                          | June 17-23    | <i>Tunaholm</i>              | Swedish American  |
| <b>United Kingdom—</b>   |               |                              |                   |
| Avonmouth.....           | May 2-9       | <i>Dorelian</i> (r)          | Cunard Donaldson  |
| Avonmouth.....           | May 22-29     | <i>Moveria</i> (r)           | Cunard Donaldson  |
| Avonmouth.....           | May 30-June 6 | <i>Delilian</i> (r)          | Cunard Donaldson  |
| Avonmouth.....           | May 7-12      | <i>Bristol City</i>          | Furness Withy     |
| Swansea.....             |               |                              |                   |
| Glasgow.....             | Apr. 30-May 8 | <i>Lismoria</i> (r)          | Cunard Donaldson  |
| Glasgow.....             | May 15-22     | <i>Salacia</i> (r)           | Cunard Donaldson  |
| Glasgow.....             | May 22-29     | <i>Laurentia</i> (r)         | Cunard Donaldson  |
| Hull.....                | May 5-9       | <i>Bassano</i> (r)           | McLean Kennedy    |
| Liverpool.....           | Apr. 30-May 7 | † <i>Arabia</i> (r)          | Cunard Donaldson  |
| Liverpool.....           | May 6         | <i>Empress of Canada</i> (r) | Canadian Pacific  |
| Liverpool.....           | May 11        | <i>Inishowen Head</i>        | McLean Kennedy    |
| Liverpool.....           | May 16        | <i>Torr Head</i>             | McLean Kennedy    |
| Liverpool.....           | May 19-23     | <i>Ascania</i> (r)           | Cunard Donaldson  |
| Liverpool.....           | May 20-26     | <i>Valacia</i>               | Cunard Donaldson  |
| Liverpool.....           | May 25        | <i>Ramore Head</i>           | McLean Kennedy    |
| London.....              | Apr. 29-May 7 | <i>Asia</i> (r)              | Cunard Donaldson  |
| London.....              | May 1         | † <i>Beaverbrae</i>          | Canadian Pacific  |
| London.....              | May 10        | <i>Ornefjell</i>             | Brock Shipping    |
| London.....              | May 13        | † <i>Beaverglen</i>          | Canadian Pacific  |
| London.....              | May 24        | <i>Makefjell</i>             | Brock Shipping    |
| London.....              | May 5         | <i>Ternefjell</i>            | Brock Shipping    |
| Glasgow.....             |               |                              |                   |

## Departures from Montreal—Concluded

| Destination            | Loading Date   | Vessel  | Operator or Agent  |
|------------------------|--|---|--|
| <b>United Kingdom—</b> |  |   |  |
| Con.                   |  |   |  |
| Manchester.....        | May 4-7  | <i>Manchester Trader</i> (r)  | Furness Withy  |
| Manchester.....        | May 11-14  | † <i>Manchester Port</i> (r)  | Furness Withy  |
| Manchester.....        | May 18-21  | <i>Manchester City</i> (r)  | Furness Withy  |
| Leith.....             | May 2-7  | <i>Cairnavon</i>  | Furness Withy  |
| Newcastle.....         |  |   |  |
| <b>Uruguay—</b>        |  |   |  |
| Montevideo.....        | May 6-7  | <i>Mormacpenn</i>   | Montreal Shipping  |
| Montevideo.....        | Mid-May  | <i>A Ship</i>   | Furness Withy  |
| Montevideo.....        | May 18-21  | <i>Bowhill</i>  | Cunard Donaldson   |
| <b>Vancouver</b> ..... | May 20   | <i>A Ship</i>   | Monsen Clarke  |
| <b>Venezuela—</b>      |  |   |  |
| Puerto Cabello.....    | May 6<br>May 10-14<br>May 26-30                      | * <i>Benny</i> (r)  | Saguenay Terminals   |
| La Guaira.....         |  | * <i>Laholm</i>   | Swedish American   |
| Maracaibo.....         |  | * <i>Polykarp</i>   | Swedish American   |
| <b>West Indies—</b>    |  |   |  |
| Antigua.....           | May 3-12<br>May 17-26<br>May 31-June 9<br>June 14-23 | * <i>Alcoa Polaris</i> (r)<br>* <i>A Ship</i><br>* <i>A Ship</i><br>* <i>A Ship</i> | Alcoa Steamships<br>Alcoa Steamships<br>Alcoa Steamships<br>Alcoa Steamships |
| Barbados.....          |  |   |  |
| Bermuda.....           |  |   |  |
| British Guiana.....    |  |   |  |
| Dominica.....          |  |   |  |
| Grenada.....           |  |   |  |
| Montserrat.....        |  |   |  |
| St. Kitts.....         |  |   |  |
| St. Lucia.....         |  |   |  |
| St. Vincent.....       |  |   |  |
| Trinidad.....          |  |   |  |

## Departures from Quebec

\*Calls at Montreal a few days later.  
(r) Indicates refrigerated cargo space.

| Destination                  | Loading Date         | Vessel                              | Operator or Agent              |
|------------------------------|----------------------|-------------------------------------|--------------------------------|
| <b>Colombia—</b>             |                      |                                     |                                |
| Barranquilla.....            | May 5-6              | * <i>Apollo</i> (r)                 | Saguenay Terminals             |
| <b>Dominican Republic—</b>   |                      |                                     |                                |
| Ciudad Trujillo.....         | May 5-6              | * <i>Apollo</i> (r)                 | Saguenay Terminals             |
| <b>Haiti—</b>                |                      |                                     |                                |
| Port au Prince.....          | May 5-6              | * <i>Apollo</i> (r)                 | Saguenay Terminals             |
| <b>Netherlands—</b>          |                      |                                     |                                |
| Amsterdam.....               | May 6-7<br>May 18-19 | <i>Tabinta</i><br><i>Kota Inten</i> | Furness Withy<br>Furness Withy |
| Rotterdam.....               |                      |                                     |                                |
| <b>Netherlands Antilles—</b> |                      |                                     |                                |
| Curacao.....                 | May 5-6              | * <i>Apollo</i> (r)                 | Saguenay Terminals             |
| <b>United Kingdom—</b>       |                      |                                     |                                |
| Greenock.....                | June 14              | <i>Franconia</i>                    | Cunard Donaldson               |
| Liverpool.....               |                      |                                     |                                |
| London.....                  | May 1-5              | <i>Samaria</i> (r)                  | Cunard Donaldson               |
| London.....                  | May 15-19            | <i>Scythia</i> (r)                  | Cunard Donaldson               |
| Manchester.....              | May 14-17            | <i>Manchester Port</i> (r)          | Furness Withy                  |
| <b>Venezuela—</b>            |                      |                                     |                                |
| La Guaira.....               | May 5-6              | * <i>Apollo</i> (r)                 | Saguenay Terminals             |
| Maracaibo.....               |                      |                                     |                                |
| Las Piedras.....             |                      |                                     |                                |

### Departures from Halifax

(r) Indicates refrigerated cargo space.

| Destination                     | Loading Date | Vessel                  | Operator or Agent |
|---------------------------------|--------------|-------------------------|-------------------|
| <b>Newfoundland—</b>            |              |                         |                   |
| St. John's.....                 | April 23-26  | <i>Keltic</i>           | Shaw Steamships   |
| St. John's.....                 | April 27-30  | <i>Fort Amherst</i>     | Furness Withy     |
| St. John's.....                 | May 5-8      | <i>Fort Townshend</i>   | Furness Withy     |
| St. John's.....                 | May 8-13     | <i>Nova Scotia (r)</i>  | Furness Withy     |
| St. John's.....                 | May 22-27    | <i>Newfoundland (r)</i> | Furness Withy     |
| St. John's.....                 | May 27-30    | <i>Fort Amherst</i>     | Furness Withy     |
| St. John's.....                 | June 3-6     | <i>Fort Townshend</i>   | Furness Withy     |
| St. John's.....                 | June 8-13    | <i>Nova Scotia (r)</i>  | Furness Withy     |
| St. John's.....                 | June 10-13   | <i>Fort Amherst</i>     | Furness Withy     |
| <b>St. Pierre-Miquelon.....</b> |              |                         |                   |
|                                 | April 23-26  | <i>Keltic</i>           | Shaw Steamships   |
| <b>United Kingdom—</b>          |              |                         |                   |
| Liverpool.....                  | May 8-13     | <i>Nova Scotia (r)</i>  | Furness Withy     |
| Liverpool.....                  | May 22-27    | <i>Newfoundland (r)</i> | Furness Withy     |
| Liverpool.....                  | June 8-13    | <i>Nova Scotia (r)</i>  | Furness Withy     |
| Southampton.....                | May 17       | <i>Aquitania</i>        | Cunard Donaldson  |
| Southampton.....                | June 6       | <i>Aquitania</i>        | Cunadr Donaldson  |

### Departures from Saint John

(r) Indicates refrigerated cargo space.

| Destination            | Loading Date | Vessel                         | Operator or Agent |
|------------------------|--------------|--------------------------------|-------------------|
| <b>United Kingdom—</b> |              |                                |                   |
| Manchester.....        | May 12-16    | <i>Manchester Commerce (r)</i> | Furness Withy     |

### 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.

(r) Indicates refrigerated cargo space.

| Destination          | Loading Date   | Vessel                  | Operator or Agent |
|----------------------|----------------|-------------------------|-------------------|
| <b>Africa-East—</b>  |                |                         |                   |
| Lourenço Marques..   | May            | <i>Gloria</i>           | Empire Shipping   |
| Lourenço Marques..   | May            | <i>Kastor</i>           | North Pacific     |
| Lourenço Marques..   | May            | <i>Crowborough Hill</i> | B. W. Greer       |
| Lourenço Marques..   | May 18         | <i>Zeeman</i>           | Dingwall Cotts    |
| Lourenço Marques..   | May 28-June 14 | <i>Riley</i>            | North Pacific     |
| Lourenço Marques..   | June           | <i>Fotini</i>           | North Pacific     |
| Lourenço Marques..   | June 7         | <i>Radja</i>            | Dingwall Cotts    |
| Lourenço Marques..   | July 2         | <i>Silvermaple</i>      | Dingwall Cotts    |
| <b>Africa-South—</b> |                |                         |                   |
| Cape Town.....       | May            | <i>Gloria</i>           | Empire Shipping   |
| Port Elizabeth.....  | May            | <i>Kastor</i>           | North Pacific     |
| East London.....     | May 18         | <i>Crowborough Hill</i> | B. W. Greer       |
| Durban.....          | May 28-June 14 | <i>Zeeman</i>           | Dingwall Cotts    |
|                      | June           | <i>Riley</i>            | North Pacific     |
|                      | June 7         | <i>Fotini</i>           | North Pacific     |
|                      | July 2         | <i>Radja</i>            | Dingwall Cotts    |
|                      |                | <i>Silvermaple</i>      | Dingwall Cotts    |
| <b>Australia—</b>    |                |                         |                   |
| Sydney.....          | May 10         | <i>Mangarella</i>       | Empire Shipping   |
| Melbourne.....       | May 26         | <i>Sonoma</i>           | Dingwall Cotts    |
| Adelaide.....        | June           | <i>Parramatta</i>       | Empire Shipping   |

## Departures from Vancouver—Continued

| Destination           | Loading Date | Vessel                  | Operator or Agent                                     |
|-----------------------|--------------|-------------------------|---|
| <b>Australia—Con.</b> |              |                         |   |
| Sydney.....           | May 20       | <i>Aorangi</i>          | Canadian Australasian                                 |
| Sydney.....           | May 17       | <i>Waihemo</i>          | Canadian Australasian                                 |
| Melbourne.....        |              |                         |   |
| <b>Belgium—</b>       |              |                         |   |
| Antwerp.....          | May 6        | <i>Saint Marcouf</i>    | Empire Shipping                                       |
| Antwerp.....          | May 11       | <i>Seattle</i> (r)      | Gardner Johnson                                       |
| Antwerp.....          | May 21       | <i>Laurits Swenson</i>  | Anglo Canadian  |
| Antwerp.....          | May 25       | <i>Guayana</i> (r)      | Gardner Johnson                                       |
| <b>Burma—</b>         |              |                         |   |
| Rangoon.....          | May 5        | <i>Hoperidge</i>        | Dingwall Cotts  |
| <b>Canal Zone—</b>    |              |                         |   |
| Balboa.....           | May 11       | <i>Santa Juana</i> (r)  | Gardner Johnson                                       |
| Panama City.....      | May 19       | <i>Coastal Nomad</i>    | Gardner Johnson                                       |
|                       | June 1       | <i>Santa Leonor</i> (r) | Gardner Johnson                                       |
| Cristobal.....        | May 19       | <i>Coastal Nomad</i>    | Gardner Johnson                                       |
| Cristobal.....        | May 31       | <i>Gunner's Knot</i>    | Gardner Johnson                                       |
| <b>Ceylon—</b>        |              |                         |   |
| Colombo.....          | May 10       | <i>Rionw</i>            | Dingwall Cotts  |
| Colombo.....          | June 10      | <i>Hèogh Silverbeam</i> | Dingwall Cotts  |
| <b>Chile—</b>         |              |                         |   |
| Arica.....            | May 11       | <i>Santa Juana</i> (r)  | Gardner Johnson                                       |
| Antofagasta.....      |              |                         |   |
| Valparaiso.....       |              |                         |   |
|                       | June 1       | <i>Santa Leonor</i> (r) | Gardner Johnson                                       |
| <b>China—</b>         |              |                         |   |
| Shanghai.....         | May 13       | <i>Arizona</i>          | Dodwell and Co.<br>Canada Shipping<br>Empire Shipping |
| Shanghai.....         | May 15       | <i>Skauwann</i>         |   |
| Shanghai.....         | June 3-4     | <i>Mirrabooka</i>       |   |
| <b>Colombia—</b>      |              |                         |   |
| Barranquilla.....     | May 19       | <i>Coastal Nomad</i>    | Gardner Johnson                                       |
| Barranquilla.....     | May 31       | <i>Gunner's Knot</i>    | Gardner Johnson                                       |
| Buenaventura.....     | May 11       | <i>Santa Juana</i> (r)  | Gardner Johnson                                       |
| Buenaventura.....     | June 1       | <i>Santa Leonor</i> (r) | Gardner Johnson                                       |
| <b>Costa Rica—</b>    |              |                         |   |
| Puntarenas.....       | May 19       | <i>Coastal Nomad</i>    | Gardner Johnson                                       |
| Puntarenas.....       | May 31       | <i>Gunner's Knot</i>    | Gardner Johnson                                       |
| <b>Cuba—</b>          |              |                         |   |
| Havana.....           | May 10       | <i>Sapho</i>            | Empire Shipping                                       |
| <b>Ecuador—</b>       |              |                         |   |
| Guayaquil.....        | May 11       | <i>Santa Juana</i> (r)  | Gardner Johnson                                       |
| Guayaquil.....        | June 1       | <i>Santa Leonor</i> (r) | Gardner Johnson                                       |
| <b>El Salvador—</b>   |              |                         |   |
| La Libertad.....      | May 19       | <i>Coastal Nomad</i>    | Gardner Johnson                                       |
| La Libertad.....      | May 31       | <i>Gunner's Knot</i>    | Gardner Johnson                                       |
| <b>Fiji—</b>          |              |                         |   |
| Suva.....             | May 17       | <i>Waihemo</i>          | Canadian Australasian                                 |
| Suva.....             | May 20       | <i>Aorangi</i>          | Canadian Australasian                                 |
| Lautoka.....          | Mid-June     | <i>Thor I</i>           | Empire Shipping                                       |
| <b>France—</b>        |              |                         |   |
| Le Havre.....         | May 6        | <i>Saint Marcouf</i>    | Empire Shipping                                       |
| Marseilles.....       | May 19       | <i>Stromboli</i>        | Empire Shipping                                       |
| <b>Germany—</b>       |              |                         |   |
| Hamburg.....          | May 11       | <i>Seattle</i> (r)      | Gardner Johnson                                       |
| Hamburg.....          | May 25       | <i>Guayana</i> (r)      | Gardner Johnson                                       |
| <b>Greece—</b>        |              |                         |   |
| Piraeus.....          | May-June     | <i>Rookley</i>          | Anglo-Canadian  |

Departures from Vancouver—Continued

| Destination                      | Loading Date      | Vessel   | Operator or Agent  |
|----------------------------------|-------------------|--|--|
| <b>Guatemala—</b>                |                   |  |  |
| San Jose.....                    | May 19            | <i>Coastal Nomad</i><br><i>Gunner's Knot</i>                                   | Gardner Johnson<br>Gardner Johnson                                   |
| San Jose.....                    | May 31            |  |  |
| <b>Hawaii—</b>                   |                   |  |  |
| Honolulu.....                    | May 4             | <i>Hawaiian Craftsman</i><br><i>Aorangi</i>                                    | Dingwall Cotts<br>Canadian Australasian                              |
| Honolulu.....                    | May 20            |  |  |
| <b>Hong Kong</b> .....           | May 1             | <i>Castleville</i>   | Balfour Guthrie  |
| <b>India and Pakistan—</b>       |                   |  |  |
| Karachi.....                     | May 10            | <i>Riouw</i><br><i>Høegh Silverbeam</i>  | Dingwall Cotts<br>Dingwall Cotts                                     |
| Bombay.....                      | June 10           |  |  |
| Madras.....                      | May 5             | <i>Hoperidge</i><br><i>Saparoea</i>  | Dingwall Cotts<br>Dingwall Cotts                                     |
| Calcutta.....                    | June 5            |  |  |
| <b>Indonesia—</b>                |                   |  |  |
| Batavia.....                     | May 5             | <i>Hoperidge</i><br><i>Riouw</i><br><i>Saparoea</i><br><i>Høegh Silverbeam</i> | Dingwall Cotts<br>Dingwall Cotts<br>Dingwall Cotts<br>Dingwall Cotts |
| Soerabaya.....                   | May 10            |  |  |
| Samarang.....                    | June 5            |  |  |
| Cheribon.....                    | June 10           |  |  |
| <b>Ireland—</b>                  |                   |  |  |
| Dublin.....                      | May 6             | <i>Morelia</i>   | Johnson Walton   |
| <b>Italy—</b>                    |                   |  |  |
| Genoa.....                       | May 19            | <i>Stromboli</i>   | Empire Shipping  |
| Leghorn.....                     |                   |  |  |
| Naples.....                      |                   |  |  |
| Venice.....                      |                   |  |  |
| <b>Japan—</b>                    |                   |  |  |
| Yokohama.....                    | May 13            | <i>Arizona</i>   | Dodwell and Co.  |
| <b>Mediterranean—</b>            |                   |  |  |
| Central and<br>Western Areas.... | May 23-June 7     | <i>Rookley</i>   | Canada Shipping  |
| <b>Mexico—</b>                   |                   |  |  |
| Manzanillo.....                  | May 19            | <i>Coastal Nomad</i><br><i>Gunner's Knot</i>                                   | Gardner Johnson<br>Gardner Johnson                                   |
| Acapulco.....                    | May 31            |  |  |
| <b>Netherlands—</b>              |                   |  |  |
| Amsterdam.....                   | May 6             | <i>Saint Marcouf</i>   | Empire Shipping  |
| Rotterdam.....                   |                   |  |  |
| <b>New Caledonia—</b>            |                   |  |  |
| Noumea.....                      | Mid-June          | <i>Thor I</i>  | Empire Shipping  |
| <b>New Hebrides—</b>             |                   |  |  |
| Port Vila.....                   | Mid-June          | <i>Thor I</i>  | Empire Shipping  |
| <b>New Zealand—</b>              |                   |  |  |
| Auckland.....                    | May 20            | <i>Aorangi</i>   | Canadian Australasian  |
| Auckland.....                    | May 17            | <i>Waihemo</i>   | Canadian Australasian  |
| Wellington.....                  |                   |  |  |
| <b>Norway—</b>                   |                   |  |  |
| Oslo.....                        | May 21            | <i>Laurits Swenson</i>   | Anglo Canadian   |
| <b>Persian Gulf</b> .....        | May 10<br>June 10 | <i>Riouw</i><br><i>Høegh Silverbeam</i>  | Dingwall Cotts<br>Dingwall Cotts                                     |
| <b>Peru—</b>                     |                   |  |  |
| Callao.....                      | May 11            | <i>Santa Juana (r)</i><br><i>Santa Leonor (r)</i>                              | Gardner Johnson<br>Gardner Johnson                                   |
| Mollendo.....                    | June 1            |  |  |
| <b>Philippines—</b>              |                   |  |  |
| Manila.....                      | June 10           | <i>Høegh Silverbeam</i>  | Dingwall Cotts   |
| Iloilo.....                      |                   |  |  |
| Cebu.....                        |                   |  |  |
| Manila.....                      | May 5             | <i>Hoperidge</i><br><i>Saparoea</i>  | Dingwall Cotts<br>Dingwall Cotts                                     |
| Iloilo.....                      | June 5            |  |  |

## Departures from Vancouver—Concluded

| Destination                | Loading Date   | Vessel   | Operator or Agent  |
|----------------------------|--|--|--|
| <b>Philippines—Con.</b>    |  |  |  |
| Manila.....                | May 10   | <i>Riouw</i>   | Dingwall Cotts   |
| Cebu.....                  | June 3-4   | <i>Mirrabooka</i>  | Empire Shipping  |
| Manila.....                | { May 1<br>May 13<br>May 15                                | <i>Castleville</i><br><i>Arizona</i><br><i>Skawann</i>   | Balfour Guthrie<br>Dodwell and Co.<br>Canada Shipping  |
| <b>Samoa—</b>              |  |  |  |
| Pago-Pago.....             | May 26   | <i>Sonoma</i>  | Dingwall Cotts   |
| Pago-Pago.....             | Mid-June   | <i>Thor I</i>  | Empire Shipping  |
| <b>Singapore.....</b>      |  |  |  |
|                            | { May 1<br>May 5<br>May 10<br>June 5                       | <i>Castleville</i><br><i>Hoyeridge</i><br><i>Riouw</i><br><i>Saparoea</i>  | Balfour Guthrie<br>Dingwall Cotts<br>Dingwall Cotts<br>Dingwall Cotts  |
| <b>Society Islands—</b>    |  |  |  |
| Papeete.....               | May 17   | <i>Waihemo</i>   | Canadian Australasian  |
| Papeete.....               | Mid-June   | <i>Thor I</i>  | Empire Shipping  |
| <b>Sweden—</b>             |  |  |  |
| Stockholm.....             | { May 11<br>May 25   | <i>Seattle</i> (r)<br><i>Guayana</i> (r)   | Gardner Johnson<br>Gardner Johnson   |
| Gothenburg.....            |  |  |  |
| <b>Trieste.....</b>        | May 19   | <i>Stromboli</i>   | Empire Shipping  |
| <b>United Kingdom—</b>     |  |  |  |
| Liverpool.....             | May 4  | <i>Indore</i>  | Canadian Blue Star   |
| Liverpool.....             | { May<br>May 5   | <i>Corrientes</i><br><i>Parthenia</i>  | Balfour Guthrie<br>Balfour Guthrie   |
| Glasgow.....               |  |  |  |
| Manchester.....            | May 5  | <i>Pacific Shipper</i>   | Furness Withy  |
| Manchester.....            | May 25   | <i>Jessmore</i>  | Furness Withy  |
| Manchester.....            | Early July   | <i>Pacific Exporter</i>  | Furness Withy  |
| <b>Unstated Ports.....</b> |  |  |  |
|                            | { May<br>May<br>May 6<br>May 9<br>May 11<br>May 21<br>June | <i>Rockside</i><br><i>Islandside</i><br><i>Morelia</i><br><i>Epsom</i><br><i>Seattle</i> (r)<br><i>Laurits Swenson</i><br><i>Oceanside</i> | Seaboard Shipping<br>Seaboard Shipping<br>Johnson, Walton<br>Dodwell and Co.<br>Gardner Johnson<br>Anglo Canadian<br>Seaboard Shipping |
| <b>Venezuela—</b>          |  |  |  |
| Maracaibo.....             | May 19   | <i>Coastal Nomad</i>   | Gardner Johnson  |
| Maracaibo.....             | May 31   | <i>Gunner's Knot</i>   | Gardner Johnson  |

### Airmail Service to Belgian Congo Reliable

Leopoldville, March 10, 1949.—(FTS)—Canadian firms engaged in correspondence with this market may safely discontinue forwarding duplicate copies by surface mail of letters sent by air. Transportation by air is now so reliable that the additional expense, and trouble involved, may readily be avoided.

### Letters to Belgian Congo Should Carry Sufficient Postage

Leopoldville, March 22, 1949.—(FTS)—Businessmen and others corresponding with the Canadian Government Trade Commissioner and firms in the Belgian Congo are reminded that the postage for surface mail is 5 cents for the first ounce and 3 cents for each additional ounce or fraction thereof. The postage for air-mail letters is 25 cents for each quarter ounce.

A number of letters from Canada have arrived here with insufficient postage. This involves delays in their delivery, and unnecessary expenditures by the recipients.

# 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*—Acting 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, Israel, Lebanon, 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, 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

### Cuatemala

*Guatemala City*—J. C. DEPOCAS, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: 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. P. 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.

### Japan

*Tokyo*—J. C. BRITTON, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

### 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.

### New Zealand

*Wellington*—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: 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, Government Life Insurance Building. Address for letters: 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, Strandvågen 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, 43 St. Vincent Street. 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. Address for letters: Post Office Box 2220, 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 Center.

Territory includes Bermuda.

*Cable address, Cantracom.*

**New York City**—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

**Boston**—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Bolyston 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.

### Venezuela

**Caracas**—C. S. BISSERT, 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 April 11 | Nominal Quotations April 19 |
|---|---------------|--------------|-----------------------------|-----------------------------|
| Argentina.....                            | Peso          | Off. Free    | .2977<br>.2085              | .2977<br>.2085              |
| Australia.....                            | Pound         | .....        | 3.2240                      | 3.2240                      |
| Belgium and Belgian Congo.....            | Franc         | .....        | .0228                       | .0228                       |
| Bolivia.....                              | Boliviano     | .....        | .0238                       | .0238                       |
| British West Indies (except Jamaica)..... | Dollar        | .....        | .8396                       | .8396                       |
| Brazil.....                               | Cruzerio      | .....        | .0544                       | .0544                       |
| Chile.....                                | Peso          | Off. Export  | .0517<br>.0322              | .0517<br>.0322              |
| Colombia.....                             | Peso          | .....        | .5128                       | .5128                       |
| Cuba.....                                 | Peso          | .....        | 1.0000                      | 1.0000                      |
| Czechoslovakia.....                       | Koruna        | .....        | .0200                       | .0200                       |
| Denmark.....                              | Krone         | .....        | .2083                       | .2083                       |
| Ecuador.....                              | Sucre         | .....        | .0740                       | .0740                       |
| Egypt.....                                | Pound         | .....        | 4.1330                      | 4.1330                      |
| Fiji.....                                 | Pound         | .....        | 3.6306                      | 3.6306                      |
| Finland.....                              | Markka        | .....        | .0073                       | .0073                       |
| France and French North Africa.....       | Franc         | Off. Free    | .0038<br>.0031              | .0038<br>.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                      |
| Israel.....                               | Pound         | .....        | 4.0300                      | 4.0300                      |
| Italy.....                                | Lira          | .....        | .0017                       | .0017                       |
| Jamaica.....                              | Pound         | .....        | 4.0300                      | 4.0300                      |
| Mexico.....                               | Peso          | .....        | .1434                       | .1434                       |
| Netherlands.....                          | Florin        | .....        | .3769                       | .3769                       |
| Netherlands Antilles.....                 | Florin        | .....        | .5302                       | .5302                       |
| New Zealand.....                          | Pound         | .....        | 4.0150                      | 4.0150                      |
| Norway.....                               | Krone         | .....        | .2015                       | .2015                       |
| Pakistan.....                             | Rupee         | .....        | .3022                       | .3022                       |
| Peru.....                                 | Sol           | .....        | .1538                       | .1538                       |
| Philippines.....                          | Peso          | .....        | .4975                       | .4975                       |
| Portugal.....                             | Escudo        | .....        | .0403                       | .0403                       |
| Siam.....                                 | Baht          | .....        | .1000                       | .1000                       |
| Singapore.....                            | Dollar        | .....        | .4701                       | .4701                       |
| 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                       |
| Venezuela.....                            | Bolivar       | Uncontrolled | .5618<br>.2985              | .5618<br>.2985              |