FOREIGN TRADE

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In This Issue

Regular Features

COVER SUBJECT—Part of Canada's sheep and lamb population, which totalled 2,251,000 in June, 1948, compared with 2,707,000 in June, 1947, and with a peak of 3,726,000 in June, 1944. The domestic production of wool in 1948 amounted to 12,000,000 pounds, which represented approximately 12 per cent of this country's total requirements. A request has recently been received from New Zealand for ten Cheviot ewes of Canadian type, the conformation of which is considered superior to the Scottish Cheviot. Canadian exports of purebred sheep last year had a value of $167,000. The United States purchased 4,415 sheep from Canada, smaller numbers being shipped to Newfoundland, New Zealand, Jamaica and the Leeward Islands.
Photo by Malak.

Price 10 cents

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Turkey Plans Provision of Goods Required by European Nations

ECA funds needed for development of agriculture and exploitation of mineral resources—Transportation facilities to be improved—Chrome ore deposits provide dollar-earning capacity.

By G. F. G. Hughes, Acting Commercial Secretary for Canada

ISTANBUL, March 31, 1949.—Turkey will utilize funds made available under the European Recovery Program on projects that will produce some lasting benefit in this country, and assist in the provision of supplies to other peoples of Europe. Although there is no lack of foodstuffs in Turkey, it is proposed that production for export should be encouraged, and that the output of raw materials should be stimulated. As this country was not subjected to the ravages of war, she has declined the acceptance of consumer goods, although this would doubtless have produced a slight decrease in prices and a corresponding increase in the standard of living.

Although a $30,000,000 loan from the Export-Import Bank was negotiated last November, procurement authorizations were only approved in significant proportions by the Economic Co-operation Administration last February. After a survey of Turkey's resources and industrial facilities, it was decided that ECA funds should be provided for agriculture, coal and lignite mining, iron and steel production, chrome mining and the development of transportation.

The ECA administrator in Turkey recently indicated that the first loan of $30,000,000 was not in any sense an established or final credit, and that further direct loans might be expected. It was agreed by the O.E.E.C., meeting in Paris the end of last year, that Turkey should grant drawing rights to the value of $28,500,000, of which Greece would receive $13,000,000; the Bizonal Area of Germany, $13,500,000; Denmark, $1,500,000; and Norway, $500,000. In return, Turkey will receive drawing rights to the value of $16,800,000, of which Italy will provide $5,000,000; Belgium, $2,000,000; Sweden, $1,000,000; the Netherlands, $800,000; and Great Britain, $8,000,000. If the plan is carried out as proposed, the United States will provide Turkey with a credit of $11,700,000, in accordance with conditions of the intra-European payments scheme.

Agriculture Receives Top Priority

Agriculture will receive the highest priority. Procurement authorizations approved by the Economic Co-operation Administration, in Washington, amounted to $9,327,000 as at February 16, 1949, of which $7,890,000 covers the purchase of agricultural machinery, including tractors. A further $2,511,000 was made available between then and March 10 for delivery during the third and fourth quarters of 1949. The total amount authorized for purchases in Canada is now $2,279,000.

Such expenditures are expected to produce agricultural improvements in a relatively short period, as increased mechanization should enable larger areas to be placed under cultivation. Furthermore, by reducing the time of seeding and harvesting, weather hazards will be diminished and efficiency increased. It should be noted that European countries will provide the principal markets for the resulting agricultural output. The possible effect on the demand for Canadian products, chiefly cereals, is obvious.

Development of Mining Industry Important

The development of Turkey's coal and lignite mines will receive second priority, the aim being to raise production in order to ensure the optimum operation of the Karabük Iron and Steel Mills and to provide a surplus of high-grade coal for export. The recent severe winter in Turkey has impressed the people of this country with the inadequate production facilities. The Eti Bank, which is the government authority responsible for all large-scale mining in Turkey, is submitting plans to ECA for the improvement of these facilities.

The purchase of mining equipment to the value of $2,185,000 had been approved up to March 17, and it is expected that additional expenditures will be approved in the near future. Some $11,000,000 has been requested for the improvement of facilities in the Zonguldak Coal Mines. Mechanization will be increased and washeries installed to raise the rate of recovery and the quality of coal produced. It is reported that orders for this equipment will be placed by June 30.

The further development of lignite deposits is planned, and some $2,500,000 have been requested for this purpose. It is the hope that domestic heating in Istanbul, Ankara and possibly Izmir will be supplied next winter through the use of lignite, thereby releasing a corresponding amount of coal for export and the steel industry. The modern steel mill at Karabük is now operating at less than 30 per cent of capacity, due to the lack of coal and adequate transportation facilities for iron ore, obtained from Kayseri, which is more than 1,000 kilometres distant.

Turkey Has Valuable Chrome Ore Deposits

Turkey has valuable deposits of high-grade chrome ore. Although it has been a good producer of United States dollars, full-scale exploitation has been restricted by the uncertain market position. As no chrome ore is used in this country, the importance of export markets will be appreciated. It is expected that procurement authorizations will be approved shortly by ECA to provide equipment for the exploitation of deposits of chrome ore near Guleman.

Increased agricultural and mineral production depends to a large extent on adequate transportation facilities. Some $18,000,000 has been requested for this purpose, $5,000,000 of this amount being required for expenditure before June 30, 1949. It is proposed to improve some 6,295 kilometres of highway, and to replace the existing rails on the line from Kayseri to Ankara with heavy tracks. This project will assist in the transportation of iron ore from the mines at Divrigi to the steel mill at Karabük.

Contemplated improvements in the economic strength of Turkey, made possible with ECA funds, are designed to produce materials required in Europe. Chrome is the only product of Turkey that may be considered a significant earner of dollars. So long as the currencies of countries with which Turkey trades remain inconvertible, imports from hard-currency countries will be reduced to a level commensurate with her exports to such countries.

Canadian manufacturers interested in supplying goods under the various programs in operation should instruct their agents to take necessary action on their behalf, such as specifying Canada as a desirable source of supply.

General Supply Situation in Burma Improved During the Past Year

Distribution facilities dislocated by general unrest—Rangoon saturated with goods, while many areas up country short of supplies—Port facilities improved—All-weather coastal craft required.

By C. R. Gallow, Commercial Secretary for Canada in Bombay

(Editor's Note—This is the first in a series of three articles on economic conditions in Burma during the past year, prepared for *Foreign Trade.*)

BOMBAY, March 4, 1949.—Although there are some classes of goods in short supply in Burma, and for which delivery is still long-dated, the supply position improved during the past year. Receipts of some commodities were in excess of requirements, and these goods have had to be carried in stock for a long period. This was inevitable, as importers had been making urgent demands for merchandise during the postwar period. When the supply position improved, orders arrived together.

The general unrest throughout Burma, which has been experienced for many months, is responsible for the frequent suspension of river, rail and road services, with the dislocation of distribution facilities. Thus, Rangoon became saturated with goods, and many areas up country went short of supplies. Had conditions been more settled and transport more regular, the over-supply position in Rangoon would have been temporary. Generally speaking, the market is now under-supplied, and will remain so until import licences can be issued more freely. Presumably, this will only occur when the volume of exports can be increased to provide the necessary exchange with which to pay for imports.

Port Facilities of Rangoon Improved

Conditions and facilities for the Port of Rangoon greatly improved, resulting in the smoother movement of imported cargo. Pilferage still continues either at port of shipment, en route, or after landing, but it is not on the wholesale scale of the early postwar period.

At the beginning of the year, services were being operated in Burma proper by the Irrawaddy Flotilla Company Limited Agency and in Arakan by the Arakan Flotilla Company.

Early in April the Irrawaddy Flotilla Company was informed that government had decided to nationalize the company, and the I.W.T. Nationalization Act came into force on June 1, 1948.

During the period January 1 to May 31, 1948, the services operated under the Irrawaddy Flotilla Agency carried 234,000 tons of cargo and 528,000 passengers. The figures for the previous twelve months, from January 1 to December 31, 1947, were 434,000 tons of cargo and 1,238,000 passengers. From June 1, 1948, onwards, figures are not available but, with unrest in the country, there was probably a decrease in freight and passage earnings due to the suspension or curtailment of many of the services previously in operation. Many new craft have been constructed, and it is hoped that conditions will improve shortly to enable these vessels to operate freely throughout the country and maintain essential communications.

New ships have continued to make their appearance on shipping lines carrying the foreign trade of Burma, but not in Burma's coastal services, where the uncertainty of the situation has discouraged the building of specially designed tonnage. Many coastal craft are suitable for trading in the fair season only, with the result that it has been unprofitable to maintain all-weather craft on the coast to meet the heavy demands during poor weather. Burma's coastal trade, therefore, has been served by this rather unbalanced fleet.

Before the war, Indian immigrant labour was used for stevedoring at Burma ports. Local labour has, however, now taken over this work. The shortage of skilled stevedore labour has been felt particularly at Akyab, where the rice crop was handled with difficulty.

Number of Ships Calling at Burma Ports Reduced

With the reduction in imports during the second half of the year and in major exports, the number of ships calling at Burma ports has fallen off. Frequency of sailings from Burma to certain destinations has been reduced, resulting in some difficulty in getting cargo away in the periods stipulated in export permits. Shipowners have been able to provide loaders for practically all destinations required but, with the present world shortage of tonnage, an early estimate of future requirements has been necessary to ensure that a vessel is available at the time and place required. Shippers have found it difficult to give an accurate forecast of their requirements well ahead and, while many shippers have been able to give rough minimum requirements well in advance, the provision of adequate tonnage is dependent upon the marginal requirements, which have been difficult to assess.

Port authorities have received no financial assistance from the government towards the rehabilitation of Burma's ports, but they are expected to maintain balanced accounts. Rehabilitation, therefore, has been slow, and some financial assistance is required.

Aids to navigation, up to prewar standards, have not yet been fully re-established on Burma's coast. The presence of mines remains a real danger to shipping. The Rangoon Port Commissioners' despatch vessel *Chinthe* was lost recently in the Rangoon River, where the vessel was engaged on survey duties outside the swept channel. At Moulmein, the deep-water channel is now shifting into unswept areas which will result in cuts in the draft of shipping using the port.

Seaborne Trade of Rangoon Increased

The total seaborne trade of the Port of Rangoon during the year amounted to 1,920,711 tons, exceeding the previous year's figure by 204,249 tons. Imports fell from 822,101 to 702,134 tons in 1948, but there was an increase in the volume of exports from 894,361 to 1,218,577 tons.

Nine wharf berths were in commission throughout the year. A total of 572 steamers of 1·71 million net registered tons entered the port during the year as compared with 630 steamers of 1·93 million net registered tons in 1947. There was a rise in schooner traffic from 894 to 905 vessels.

In 1947, the short-term phase of reconstruction in the port could be considered to have been completed, but much still remained to be done by way of permanent rehabilitation. Owing to lack of funds, only a modest program could be attempted last year.

Substantial progress was made towards the rehabilitation of sheds and godowns damaged during the war. The decking and piles of Berth No. 3, Sule Pagoda wharf, which had been systematically destroyed by the Japanese, were completely restored and a large transit shed covering the whole length of the berth is nearing completion. The decking of Berth No. 1, Sule Pagoda wharf has been completed and the extension of the transit shed to cover the whole planned area is in progress. A duty paid warehouse and a bonded warehouse were restored to trade during the year. In anticipation of the resumption of the minerals traffic, a new yard and a new storage godown were constructed during the year.

Two additional pontoon jetties were restored to use and restoration of No. 6 jetty at Botataung, which had been fouled by a sunken Japanese corvette, is now in hand, with the successful removal of this obstruction during the year. Two prewar moorings sunk in 1942 were recovered and are in use.

Considerable Work Remains to be Done

Considerable rehabilitation work remains to be done in the next few years. Nissen hutting, approximately 2½ miles in length, is still in use in the port area. These huts have a relatively short life, as they were never intended to last more than two or three years. Their life may be prolonged with proper maintenance for another four or five years, but they must be replaced if the port is to provide adequate storage accommodation. A planned program must be undertaken to replace these temporary structures with standard types of sheds and godowns.

Similarly, the vast majority of the pontoons in service is of the army "piece-construction" steel type, designed essentially for operational purposes. With heavy maintenance charges, it may be possible to keep them in service for another four or five years. But they must be replaced by the prewar type of wooden pontoons within that period by a planned program, so that the port will have adequate pontoon jetties to meet the requirements of trade.

The Commissioners' wharf outturn reports indicate that, compared with the previous year, there had been an appreciable reduction in the difference between available wharves and steamers. The agreement with steamer agents whereby the wharf outturn reports are accepted as a basis for the settlement of claims for shortages of cargo, subject to *ex gratia* payments by the Commissioners, calculated as specified percentages of concluded claims, worked satisfactorily. This agreement was renewed, with some modifications, for a further year from July, 1948.

Paris Trade Fair Scheduled for Next Month

The Paris Trade Fair will be held from May 21 to June 6, 1949. The French National Railways will provide a 50 per cent reduction on fares over French lines on tickets to Paris. Visitors' cards may be obtained from the French Commercial Representatives in Canada, listed in this issue of *Foreign Trade.*

Fisheries Specialist Will Tour Western Canada

M. B. Bursey, who was recently appointed Canadian Government Trade Commissioner (Fisheries Specialist), with headquarters in New York, is attending the National Fisheries Institute Convention in Chicago this week. As Newfoundland Government Trade Commissioner in the United States, prior to Union, Mr. Bursey attended this convention last year. He will then tour Canada, in the interests of the fishing industry, visiting Vancouver, Edmonton, Prince Albert, Winnipeg and Toronto.

Canadian Linseed and Linseed Oil May Find Market in Portugal

Imports permitted from dollar area when supplies not available in soft-currency countries—Price, delivery and quality are important factors in this highly competitive outlet—Permits required for imports of linseed oil.

By L. A. Campeau, Assistant Canadian Government Trade Commissioner

LISBON, March 5, 1949.—Portugal is compelled to purchase certain products from the dollar area when these are not available in soft-currency countries, although she suffers from a shortage of dollar exchange. As linseed and linseed oil come within this category, Canadian exporters may have an opportunity from time to time to fill part of Portugal's requirements. Exporters are reminded, however, that this is a highly competitive market. As a result, price, delivery and quality are important factors in the sale of commodities in this country.

One of the most important steps taken by Portugal to conserve dollars was to compile a list of goods and products which, within limits of an exchange allocation to be fixed monthly by the Government, could be imported from the dollar area, if, of course, they were not obtainable from soft-currency countries. Linseed and linseed oil are included in this list and accorded top priority.

Only 20 Per Cent of Linseed Oil Requirements Imported

Portuguese essential requirements of linseed oil amount roughly to 2,500 tons annually, of which 80 per cent is produced locally. The Companhia União Fabril (familiarly known as CUF) is well equipped for pressing linseed and has a monopoly of this industry in Portugal. As the Portuguese Government is highly interested in fostering and encouraging local industry, preference is given to the import of linseed rather than linseed oil. At the same time the rights of oil importers are recognized, and it has been decided, therefore, that 20 per cent of the oil consumed in the country shall be imported as oil and not as seed. As a result, Portugal is from time to time in the market for linseed oil, but careful note is kept of the available stocks by the authorities, and imports are permitted only when supplies are depleted. Heavy purchases of linseed for pressing locally will bring available supplies well above normal, and it is not anticipated that further contracts will be entered into during 1949. At present the annual linseed requirements would be met by imports of 7,000 tons of seed with a yield of 33 per cent.

During the period of allocation by the International Emergency Food Council (I.E.F.C.), Portugal had no allocation from Canada. Although several Canadian exporters made offers, assuming that special export permits would be granted, no business resulted. Portugal, in the meantime, turned to Uruguay and Argentina, and a large part of her imports of linseed oil came from these two countries during the years following World War II. Fairly important purchases were also made from the United States.

Soft-currency Countries Favoured as Suppliers

Before the war, this country imported more than half of her linseed oil from the Netherlands at very competitive prices, made possible by surplus oil produced in the manufacture of oil-cake for cattle feed. The remaining sources of supply were the United Kingdom, France, Belgium and Germany. Linseed was imported principally from India and Argentina.

Algeria was a fairly important supplier before the war, and efforts are presently being made to reintroduce Algerian seed on the Portuguese market. Although of a lower grade than the Canadian seed, active competition may be expected from it, due to easier exchange conditions and payment in other than dollar currencies.

Recently, a trade representative came to this country from India to explore the possibilities of marketing 300 tons of linseed. There was little interest shown in this offer because the quantity was small. However, competition is to be expected from this source, due to the fact that payment can be made in sterling and that India is in a position to deal directly with the consumers' market through established outlets in the United Kingdom and the Netherlands. The present unsettled political situation in India may for some time retard its participating in active competition.

Canada an Important Supplier in 1948

Canada came into the market in 1948, when approximately $1,000,000 was spent by Portugal for Canadian linseed oil and approximately the same amount for linseed. The first shipments were in May, 1948, when 20,000 gallons of oil, valued at $51,440, were imported, and during the ten months ending October, 1948, according to published statistics, 267,473 gallons were imported. It is estimated that imports of linseed oil from Canada for the calendar year amount to 350,000 gallons. A total of 4,200 tons of linseed was also imported from Canada during the year 1948.

Mexico, like Canada, a newcomer in this market, was the only other supplier, imports of linseed from that country being about the same as from Canada, both as regards volume and value. The Mexican seed is highly regarded by the Portuguese and is considered quite equal to the Canadian in quality. The yield is more or less the same, but Canadian seed is cleaner and better graded. However, Mexican seed is superior to that from either Algeria or India. Mexican competition is solely based on quality and price, as all purchases from that country must be paid for in dollars. Price competition, not only from Mexico but also from Algeria and India, is keen, since their centres of production are usually located near seaports and, consequently, inland transportation costs are correspondingly low, and they are able to offer their products at prices more competitive than Canadian. Almost the entire demand for oil is confined to crude linseed oil, but small quantities of 50 to 60 tons a year of boiled oil are imported.

Imports of Linseed Oil Controlled

All imports of linseed oil are under government control and must have the prior approval of the Commissão Reguladora das Oleaginosas e Oleos Vegetais, a government organization established to regulate and control production and distribution of vegetable oils and related products. Without this approval, the import licensing authorities will not grant the necessary import permits or the foreign exchange for payment. It is, therefore, most important that the exporter have ample assurance that the import permit has been granted before shipment is made. The best assurance of this is the opening of a letter of credit and, until the international trading situation improves, it is recommended that all transactions be based on irrevocable letter of credit payable against shipping documents. As regards shipping documents, there are two points which should be borne in mind.

First, every effort should be made to avoid presenting stale-dated documents, as this is likely to cause delays which may hold up payment against the letter of credit until the expiry date has passed. This may result in renewal difficulties or even the inability on the part of the importer to accept delivery of the shipment. The second point is that, if the shipment is not made direct from a Canadian port to a port in Portugal, a certificate of origin visaed by the Portuguese consular authorities must accompany the shipment, otherwise maximum duties must be paid.

Quotations should be made where possible c.i.f. Lisbon or, failing that, f.o.b. Atlantic seaport. Portuguese importers of oil are accustomed to and insist upon shipment being made in steel drums of about 50 gallons.

The appended statistics show quantities and values of imports into Portugal of linseed and linseed oil for the prewar year 1938 and the post-war years 1945, 1946 and 1947. There may be some confusion in interpreting the unit price of linseed. In order to avoid any misinterpretation of these statistics, it must be remembered that the very high price paid for linseed during the years 1946 and 1947 was for a product of high quality used in the manufacture of pharmaceutical products. No linseed for industrial purposes was imported during those two years, because no countries were in position to supply Portugal at that time.

Portuguese Imports of Linseed and Linseed Oil

1938—		
Linseed	Metric Tons	
Angola	2.1	$ 108
Argentina	5,158.0	258,186
Belgium-Luxemburg	18.8	1,146
French Morocco	68.9	4,322
India	1,628.8	90,122
Total	6,876.8	$ 353,884
Linseed Oil	Gallons	
Germany	1,690.0	$ 1,698
Belgium-Luxemburg	11,957.8	6,134
United States	174.1	136
France	13,118.2	9,598
United Kingdom	28,676.9	19,184
Netherlands	112,647.8	57,761
Total	168,264.8	$ 94,511
1945—		
Linseed	Metric Tons	
Cabo Verde	14.9	$ 580
Algeria	4,309.5	710,692
Total	4,324.5	$ 711,272
Linseed Oil	Gallons	
Argentina	58,320.0	$ 113,842
United States	48.7	112
United Kingdom	202.5	480
Uruguay	83,826.3	166,000
Total	142,387.5	$ 280,434
1946—		
Linseed	Metric Tons	
Netherlands	0.129	$ 48
Linseed Oil	Gallons	
Angola	823.6	$ 2.956
Argentina	1,045.8	2,248
Brazil	1,171.9	3,508
United States	87,059.2	94,643
United Kingdom	1,651.0	4,858
Uruguay	104,741.5	213,459
Total	196,493.0	$ 321,672

Portuguese Imports of Linseed and Linseed Oil—*Concluded*

1947—		
Linseed	Kilos	
Netherlands	10,968.0	$ 5,190
Linseed Oil	Gallons	
Argentina	114,671.0	$ 468,692
Brazil	8,716.3	26,956
United States	52,634.4	185,121
France	184.0	540
United Kingdom	171.5	605
Netherlands	961.4	4,064
Uruguay	140,047.8	528,740
Other countries	2.2	2
Total	317,388.6	$1,214,720

Brazil Revises Regulations Governing Control of Hard-Currency Exchange

Bank of Brazil to maintain single list of applications for hard-currency covering the whole country and all banks—Quotas to be established periodically for five categories of exchange applications.

By Maurice Belanger, Commercial Secretary for Canada

RIO DE JANEIRO, March 31, 1949.—(FTS)—Revised exchange regulations were contained in a circular issued on March 29 by the Brazilian Exchange Control Authorities. In substance, the situation is now as follows: The previous practice of maintaining in each banking establishment lists of applications for hard-currency exchange, based on the established priority categories, is discontinued. A single list covering the whole country and all the banks will be maintained at the Bank of Brazil for each of the established categories. These lists will be strictly in chronological order, based on the date of the exchange application.

Periodically, on the basis of the total purchases of hard-currency exchange throughout the country, the Bank of Brazil will establish quotas to be liquidated in each of the different categories. Strictly in accordance with the chronological order of the list in each category, the Exchange Control Department will require the banks concerned throughout the country to close exchange and liquidate collection until the established quotas have been exhausted. The categories are as follows:

(*a*) *Preferential Category*—Includes the exchange applications covering imports of merchandise which are at present exempt from the waiting period of 45 days, such as agricultural machinery, fuel, lubricants, aluminium, lead, zinc and other scarce metals, as well as pharmaceutical products not manufactured in Brazil.

(*b*) *First Category*—Includes merchandise covered by import licences under group "A", as well as merchandise exempt from import licence requirements and necessary expenses connected with the exportation and importation of merchandise, including payment of insurance indemnities.

(*c*) *Second Category*—Includes applications for hard-currency exchange to cover exports of capital, profits, interest, dividends, etc., within certain limits.

(*d*) *Third Category*—Includes applications for transfers of hard-currency exchange by transportation companies, travel agencies, cultural, scientific and educational services, maintenance of relatives, etc., within the limits established by the Exchange Department of the Bank of Brazil.

(*e*) *Fourth Category*—Includes applications in connection with the importation of merchandise covered by import licences in groups "B" and "C".

A bank instructed to liquidate certain items will be required to sell, within 48 hours, the foreign exchange needed to complete the authorized operations. Any bank which is not in a position to maintain or increase an oversold position or is not able to purchase the necessary exchange to cover its sales will be at liberty to apply to the Bank of Brazil for the exchange necessary to cover operations they are required to make by the Exchange Control Department.

Authorized Banks May Purchase Hard-currency Exchange

Authorized banks may continue to purchase hard-currency exchange normally without being required to turn over any percentage to the Bank of Brazil. However, not more than 10 per cent of these purchases may be used to reduce the bank's oversold position. The remaining 90 per cent, if not used within 48 hours to cover liquidations authorized by the Exchange Control Department, must be turned over to the Bank of Brazil. No sales of exchange may be made by any bank, except to cover an operation authorized by the Exchange Control Department, in liquidation of an application included in the chronological list maintained at the Bank of Brazil. The authorization of the Exchange Control Department will only be valid for a period of 48 hours and banks may not sell hard-currency exchange to cover an authorization given more than 48 hours previously. No bank may maintain an overbought position in hard-currency exchange for more than 48 hours. After expiration of 48 hours, the overbought exchange must be delivered in total to the Bank of Brazil, even if the bank holds applications for exchange which have not yet been authorized by the Exchange Control Department.

Immediately after the opening of business, on each day the banks must communicate to the Exchange Control Department the amount of hard-currency exchange purchased the previous day, as well as the actual position of the bank in hard-currency exchange, and the same memorandum must show the proportion that has been utilized to reduce an oversold position up to a maximum of 10 per cent. This memorandum must bear the visa of the Bank of Brazil's inspector, who will be responsible for checking the exchange positions of the banks under his supervision.

It is expected that the new system will result in a better distribution of dollar exchange throughout the country. Until now certain parts, particularly in the north, with a much larger volume of dollar exports than imports were in a better position than Rio de Janeiro where imports greatly exceed exports.

Production of Canadian Breakfast Foods Industry Higher

Gross factory value of products manufactured by the breakfast foods industry of Canada in 1947 was $15,242,000 as compared with $14,955,000 in the preceding year. There were 19 establishments in the industry, employing a total of 1,158 persons with salary and wage payments amounting to $2,239,000.

Production in 1947 included 73,747,622 pounds of prepared breakfast foods valued at $11,822,475; 7,708,278 pounds of unprepared breakfast foods valued at $783,285; and other products valued at $2,636,443. Certain unprepared cereal products such as oatmeal, rolled oats, etc., which are mainly produced in the flour milling industry are not included in these figures.—*(Dominion Bureau of Statistics)*

Canadian Imports, by Commodities

Commodity	February 1938	February 1948	February 1949	January—February 1938	January—February 1948	January—February 1949
	(Millions of Dollars)					
Main Groups—						
Agricultural, Vegetable Products	6.9	22.7	25.4	15.0	47.2	51.1
Animals and Animal Products	2.3	7.1	7.4	4.2	15.2	16.2
Fibres, Textiles and Products	8.0	22.3	30.2	16.0	53.7	65.4
Wood, Wood Products and Paper	2.4	5.8	6.5	4.9	11.3	12.6
Iron and Products	12.3	61.0	69.4	25.1	126.6	142.9
Non-Ferrous Metals and Products	3.0	10.1	14.3	6.2	21.5	27.1
Non-Metallic Minerals, Products	6.9	36.1	33.7	14.6	76.2	73.9
Chemicals and Allied Products	2.3	8.5	9.6	4.4	18.1	20.5
Miscellaneous Commodities	3.0	8.6	9.5	6.2	18.5	20.1
TOTAL IMPORTS FOR CONSUMPTION	47.0	182.2	206.0	96.7	388.2	429.8
	(Thousands of Dollars)					
Agricultural, Vegetable Products—						
Fruits	984	3,064	3,265	2,238	6,922	7,953
Nuts	279	2,242	1,796	456	4,720	3,574
Vegetables	530	620	1,689	1,026	884	2,733
Grains and products	1,041	2,820	932	2,261	5,489	2,432
Sugar and products	536	2,593	4,852	1,240	5,027	6,918
Cocoa and chocolate	99	2,133	1,230	209	2,385	2,768
Coffee and chicory	258	2,420	2,225	683	4,660	4,848
Tea	630	1,032	999	1,401	3,161	3,146
Beverages, alcoholic	314	1,031	1,456	766	2,393	3,124
Gums and resins	99	457	338	196	902	926
Oils, vegetable	773	1,493	2,297	1,649	3,017	3,899
Rubber and products	461	1,423	2,896	1,287	4,698	5,908
Tobacco	70	360	282	127	610	563
Vegetable products, other	778	990	1,175	1,486	2,313	2,272
TOTAL	6,852	22,678	25,431	15,025	47,180	51,064
Animals and Animal Products—						
Fish and fishery products	127	270	416	303	609	1,050
Furs and products	849	3,768	3,075	1,408	7,142	6,810
Hides and skins, raw	125	1,426	1,011	444	2,369	2,065
Leather, unmanufactured	202	374	496	412	901	1,058
Leather, manufactured	294	394	366	437	827	702
Animal oils, fats, greases	60	115	541	133	1,229	1,133
Animals and products, other	657	770	1,453	1,060	2,096	3,433
Total	2,314	7,118	7,359	4,196	15,173	16,250
Fibres, Textiles and Products—						
Cotton, raw and linters	1,074	3,152	5,897	2,239	11,341	13,393
Cotton products	1,543	5,364	8,012	3,023	11,259	16,976
Flax, hemp, jute and products	647	1,734	920	1,449	4,208	3,520
Silk and products	532	372	466	1,185	707	1,055
Wool, raw and unmanufactured	1,008	2,913	2,480	1,828	5,725	4,732
Wool products	1,692	4,832	6,219	3,479	10,518	12,468
Artificial silk and products	316	1,817	3,551	622	4,221	7,297
Textile products, other	1,153	2,069	2,674	2,183	5,726	5,923
TOTAL	7,965	22,253	30,219	16,008	53,705	65,365
Wood, Wood Products and Paper—						
Wood, unmanufactured	380	880	1,337	808	1,432	2,165
Wood, manufactured	305	1,048	1,059	666	2,229	2,283
Paper	592	1,314	1,567	1,134	2,564	3,124
Books and printed matter	1,141	2,552	2,530	2,279	5,057	4,995
TOTAL	2,418	5,794	6,493	4,888	11,282	12,567
Iron and Its Products—						
Iron ore	2	4	4	98	81	229
Scrap	44	529	146	106	1,465	543
Castings and forgings	158	649	1,083	322	1,384	2,042
Rolling mill products	1,731	5,754	9,201	3,373	12,596	18,454
Pipes, tubes and fittings	131	1,074	2,479	283	2,371	4,444
Wire and chain	188	830	1,296	422	1,719	2,943

Canadian Imports, by Commodities—*Concluded*

Commodity	February 1938	February 1948	February 1949	January–February 1938	January–February 1948	January–February 1949
	(Thousands of Dollars)					
Iron and Its Products—Conc.						
Farm implements and machinery	1,494	10,853	13,845	2,936	19,915	27,577
Hardware and cutlery	159	687	897	331	1,479	1,905
Household machinery	226	1,023	673	349	2,102	1,620
Mining, metallurgical machinery	427	1,187	2,374	807	2,515	4,976
Business, printing machinery	554	2,058	2,040	982	5,160	4,485
Other non-farm machinery	2,110	16,289	11,196	4,148	32,183	23,951
Tools	196	925	996	359	1,806	1,968
Autos, freight and passenger	716	258	1,863	1,777	1,262	4,421
Automobile parts	2,082	8,052	10,035	4,643	17,397	19,052
Other vehicles, chiefly iron	82	998	841	188	1,877	1,557
Engines and boilers	607	4,558	4,609	1,271	10,005	11,107
Cooking and heating apparatus	71	666	613	128	1,495	1,263
Iron products, other	1,286	4,638	5,192	2,551	9,784	10,353
TOTAL	12,265	61,031	69,379	25,073	126,597	142,890
Non-Ferrous Metals and Products:						
Aluminium and products	309	619	679	566	1,259	1,764
Brass, Copper, and products	279	891	1,222	575	1,841	2,608
Tin	165	299	2,186	354	345	2,495
Precious metals (except gold)	268	669	1,248	636	1,574	2,869
Clocks and watches	142	425	396	271	1,065	922
Electrical apparatus, n.o.p.	988	5,074	5,374	2,065	10,806	10,917
Non-ferrous products, other	821	2,093	3,157	1,776	4,593	5,564
TOTAL	2,972	10,070	14,262	6,244	21,484	27,138
Non-Metallic Minerals, Products:						
Clay and products	631	2,053	2.638	1,224	4,363	5,347
Coal	2,671	13,360	9,838	5,535	25,857	22,124
Coal products	260	1,453	1,098	563	3,221	2,461
Glass and glassware	455	1,699	1,892	891	3,802	3,782
Petroleum, crude	1,270	10,492	11,562	2,968	24,208	24,979
Petroleum products, n.o.p.	803	4,774	4,363	1,457	9,806	10,792
Stone and products	504	1,009	1,180	1,256	2,104	2,111
Non-metallic products, other	319	1,254	1,105	698	2,876	2,287
TOTAL	6,912	36,093	33,676	14,593	76,237	73,884
Chemicals and Allied Products:						
Acids	123	254	310	219	590	659
Cellulose products	171	319	380	302	722	848
Drugs and medicines	255	936	952	609	1,843	2,080
Dyeing and tanning materials	314	816	869	601	1,530	1,788
Fertilizers	42	395	445	134	902	906
Paints and varnishes	230	1,192	1,005	496	2,387	2,126
Inorganic chemicals, n.o.p.	426	1,055	1,477	859	2,209	3,269
Synthetic resins and products	52	1,190	1,196	124	2,574	2,605
Chemical products, other	665	2,378	2,989	1,079	5,370	6,212
TOTAL	2,277	8,536	9,623	4.422	18,127	20,492
Miscellaneous Commodities:						
Films	109	238	242	228	448	533
Toys and sporting goods	119	168	339	203	292	625
Refrigerators and parts	98	558	556	146	1,077	1,199
Musical instruments	93	234	277	159	565	592
Scientific equipment	277	1.377	1,573	573	2,816	3,228
Aircraft and parts	252	603	1,060	460	1,461	1,993
Works of art	83	101	147	213	203	287
Canadian Tourists' purchases	266	26	672	553	68	1,166
Parcels of small value	336	571	725	670	1,356	1,779
Wax, mineral and vegetable	47	201	185	86	400	409
Miscellaneous consumer goods	353	414	600	695	924	1,208
Miscellaneous	547	2,605	1,675	1,369	5,176	3,814
Canadian goods returned	228	465	491	414	1,084	1,047
Non-commercial articles	170	1,033	993	451	2,589	2,234
TOTAL	2,977	8,594	9,534	6,223	18,459	20,113

South Africa Issues Regulations Covering Import Procedure

Status of orders placed under basic hard-currency quotas for quota year ending June 30, 1949—New import and exchange control procedure becomes operative after that date—Exchange quotas now authorized must be used or committed under specific conditions.

By S. V. Allen, Commercial Secretary for Canada

(Editor's Note—This procedure is described in the April 23rd issue of *Foreign Trade.*)

JOHANNESBURG, April 11, 1949.—Detailed regulations have now been issued by the South African Exchange Control authorities covering the status of orders placed under basic quarterly and supplementary hard-currency quotas issued to importers under the November 5, 1948, regulations for the quota year ending June 30, 1949. Such quotas are not to be granted after June 30, when the new import and exchange control procedure becomes operative. Because of the changeover, exchange quotas now authorized must be used or committed under specific conditions.

Until June 30, existing importers' quotas may be used for the establishment of letters of credit or for allocation to overseas suppliers or export houses, provided that, after April 7, the importer produces evidence that a firm order has been placed and accepted for the goods concerned. Allocations made after April 7, i.e., those supported by confirmed orders, will lapse on December 31, by which date all the goods must have been shipped. Up to June 30, existing credits which have been debited to quotas, even where the expiry date is subsequent to June 30, may be extended for periods (up to December 31) only on production of evidence of a firm accepted order.

Confirmation by Overseas Suppliers Necessary

Confirmation by agents representing overseas suppliers will not be recognized as a suitable form of acceptance of orders for the purpose outlined in the previous paragraph. The overseas supplier or shipper must provide a cabled acceptance, of which the original will be admitted as evidence of a firm order. An endorsement by the supplier to the order submitted will also be acceptable. Canadian exporters should co-operate wherever necessary in supplying such evidence when requested by their South African customers.

In future, letters of credit may not be established for periods exceeding six months, except under special authority, which will be granted only in exceptional cases to cover specialized machinery produced for the Union. Credits established before the introduction of the present quota scheme last November may not be extended unless the importer has an unused quota to which it may be changed. After June 30, letters of credit established before that date under available quotas, and which have expired or are about to expire, may not be renewed or extended without specific authority.

Present Exchange Quotas Lapse

Any basic or supplementary quotas granted under the present procedure which have not been used by June 30 for the establishment of credits or forward contracts or for allocation to overseas suppliers will lapse on that date. No basic quota, i.e., on automatic allocation of hard currency based on past usage, will be granted to importers for the July-September quarter. Importers who have allocated funds for goods which will not be shipped by June 30 must conform to the precedure outlined above by replacing the allocation by a fresh one supported by confirmed orders.

Exceptions from Import Permit After June 30

Orders arriving in the Union after June 30, placed against existing exchange quotas and paid for under established credits, amounts allocated or forward contracts made before that date, need not be covered by an import permit for customs clearance, providing a bank certificate in the following terms is presented by the importer:

"This is to certify that the cost of the undermentioned goods was debited to an available exchange quota prior to June 30, and they may therefore be admitted without an import permit."

South African banks will be permitted to endorse suppliers' invoices or bills of lading in the same terms when it is more convenient to do so. This arrangement virtually involves registration by the importer with his bank of all orders to be financed out of existing exchange quotas and which will arrive after June 30, as the new combined exchange allocation and import permit procedure will not apply to such goods.

Netherlands Strawberry Yield Rapidly Increasing

The Hague, March 22, 1949.—(FTS)—The Netherlands harvested some 10,000 metric tons of strawberries last year from an area of no more than 6,000 acres, representing a yield in excess of that in most other countries. Of this total, 425 tons were grown under glass. It is expected that production this year will reach prewar figures of around 20,000 metric tons.

The average prewar domestic consumption of strawberries was approximately 8,000 metric tons (2·2 pounds per capita), while exports amounted to roughly 12,000 tons, of which 11,000 tons were shipped in the form of pulp, with an average annual value of 2,500,000 florins.

Of the pulp sent abroad, 80 per cent went to the United Kingdom, 12 per cent to Germany and the remainder principally to Ireland, South Africa and Canada. Of the fresh product, 60 per cent was sold to Germany, 18 per cent to Great Britain, and 16 per cent to Belgium.

In 1945, only pulp was available for export, but in 1946 shipments were made up of 3,164 metric tons of pulp and 61 tons of fresh strawberries. The respective figures for 1947 were 2,321 tons and 76 tons, and for 1948 they were 3,626 tons and 75 tons. The United Kingdom was the chief purchaser, taking 3,431 tons of pulp in 1948. A quantity of 170 tons of pulp was sent to Ireland.

Data for Exporters Compiled

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

Australia Established New Trade Record in Last Fiscal Year

Larger income from exports featured Australian economy in 1948—Central Bank's reserves at unprecedented high level —Unfavourable trade balance with North America drastically reduced in first six months of current fiscal year— Increased business recorded for trading banks.

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

(Editor's Note—This is the second in a series of five articles on economic conditions in Australia in 1948, prepared for *Foreign Trade*. One Australian pound equals \$3.2240 Canadian.)

SYDNEY, N.S.W., March 2, 1949.—Australian overseas trade achieved a new record during the last fiscal year, with exports valued at £406 million and imports at £338 million. With higher wool prices and another favourable season, it is expected that these figures will be surpassed during the current year. Merchandise exports in the five months ended last November were valued at £214 million and imports at £168 million. This provided for an export surplus of £46 million, which compares with an import surplus of £5 million in the corresponding period of 1947.

The larger income derived from exports is one of the dominating factors in the economy of Australia last year. Another was the introduction of a forty-hour week, which has resulted in higher production costs, and a third was the transfer of price control from the central to state administrations, resulting in the elimination of most of the Commonwealth's price subsidies. The rise in income has been matched by rising prices. The industrial output, despite a record level of employment, has not shown a corresponding improvement. Industrial unrest continues, and there are serious shortages of coal, power and steel.

Rising costs and shorter hours have keenly affected the states' public finances, particularly as the bulk of their budgets covers transport and other business undertakings. At the same time, the revenue of the states, largely derived from grants by the Commonwealth under the uniform taxation system, have risen at a slower rate. On the other hand, the Commonwealth has reaped the benefit of inflated incomes and has collected record revenue, despite a considerable reduction in tax rates from their wartime levels. Much of the additional revenue, however, is being devoted to the expansion of social services and the provision of increased rates of benefit.

It is significant that the Prime Minister has repeatedly emphasized the need for greater production in all lines of Australian endeavour as a bulwark against an inflationary spiral.

Central Bank's Reserves at All-time High

From the end of June until the end of December, 1948, the Central Bank's gold and balances abroad, which may be regarded roughly as London funds, rose by £95 million to the unprecedented level of £350 million. This result, however, is not merely due to the high rate of exports. To a considerable extent Australia has become a refuge for overseas capital, largely in the hope of an appreciation of the Australian pound following similar action by New Zealand in August, 1948. Australian importers have delayed payment and overseas traders have been content not to transfer the proceeds of their sales in anticipation of the same event. However, the Commonwealth Treasurer has repeatedly stated that the exchange rate will not be changed, at least until there is a change in the sterling-dollar rate, and banking opinion generally is inclined to agree with that decision.

Although the general balance of payments is likely to remain satisfactory as long as exports exceed imports and the flow of capital seeking investment continues, Australia is seriously affected, like many other countries, by the dollar shortage.

The Commonwealth Treasurer recently stated that the dollar deficit in 1947-48 amounted to £73·9 million, of which the deficit in trade with North America was £42 million. However, the dollar value of Australian gold production (£10 million) and the inflow of United States and Canadian capital, amounting to approximately £10 million, accentuates the net deficit, which, taking into account Australia's contribution of £3·8 million to the International Monetary Fund and the International Bank for Reconstruction and Development, is estimated to be £57·7 million.

Trade Deficit with North America Reduced

In the six months of the current year for which figures have been published, the net deficit in trade with North America has been drastically reduced, mainly by severe restrictions on imports, but it should be remembered that in the six months of 1947 it was abnormally high, as a result of substantial imports to relieve postwar shortages. An export deficiency of only £422,000 with North America during the six months ended December 31 compares with £34,902,521 for the corresponding period of the previous year.

In the half-year ended December 31, 1948, the value of Australian exports to the United States amounted to £16,931,000 and exceeded that of imports by £524,000. This gain on dollar account was offset by the unfavourable balance with Canada for the same period, when imports therefrom of £5,520,000 exceeded exports thereto by £946,000.

Total trading for the half year resulted in a surplus for Australia of £65,966,000, imports being valued at £265,997,000. The value of exports to Britain for the period amounted to £110,155,000 as compared with £67,506,000 for the first six months of 1947. At the same time, Australian imports from Britain more than doubled in value, from £49,580,000 in the first six months of 1947 to £99,865,000 this year.

The increased value of Australian trade is, to a large extent, accounted for by currently increased prices. It is significant that the index of Australian export prices in November was 21·7 per cent higher than in November, 1947. Prices were 303 per cent higher than the average for 1938-39. The principal increases in the past year were for wool (27 per cent), metals (31 per cent), hides (14 per cent) and sugar (13 per cent).

At a recent meeting of the Export Advisory Committee, the Secretary of the Commerce Department expressed the hope that products earning more dollars would include wool, pearl shell, agricultural seeds, lead, leather goods, and optical and surgical instruments. It was hoped that Canada would buy more wool, copra and dried fruits.

Trading Banks Increased Business

The high income from exports and the general state of business activity has brought about a marked expansion in trading-bank business. Deposits of the nine trading banks in November totalled £764 million, having risen by £47 million since June, despite a seasonal decline in July and August. The big influence, of course, is the rise in bank advances. Advances have risen since June by £25 million to £374 million through the strong demand from manufacturers, traders and primary producers for temporary accommodation.

The expansion during the past year, which does not seem to be excessive compared with the years before the war, has taken place despite the Commonwealth Bank's policy of closer restriction introduced a year ago. It is quite impossible, however, to assess what effect that policy has had. The banks have not been called upon to lodge the whole of their increase in deposits in special accounts, so that it cannot be contended that the expansion in advances is contrary to Central Bank policy. Possibly, too, some part of the increase has been brought about by taking advantage of earlier commitments as labour and material became available. Nevertheless, it is now generally recognized that greater caution will need to be displayed towards new advances to avoid adding to inflationary pressure while resources are fully employed.

The Government's appeal to the Privy Council against the High Court's invalidation of the Banking Act 1947, has been deferred until March. On the initial petition of the Commonwealth, the Privy Council decided that it would hear the appeal in March if it decides that it has the necessary authority. No announcement has been made on that point, which, as one factor involving the limits of the constitutional power of the Commonwealth and the states, may require the certificate of the High Court before being heard by the Privy Council.

There has been a marked falling off in the value of new life insurance policies issued, according to the latest official statistics. New policies to the number of 39,326 were issued last October, with a value of £10,535,000, whereas the value of 44,449 new policies in October, 1947, was £11,203,677. Policies discontinued during October totalled 25,778, assuring £4,393,000, leaving a net increase in policies in force of 8,847, assuring £5,187,000.

Prices on Stock Exchange Fluctuated

After prices of stocks reached their peak in February and receded until mid-April, following a break in overseas prices and industrial trouble in Queensland, the market righted itself, and prices remained firm until November. In this period, new share issues continued to be offered at a brisk rate until, towards the end of the year, some unrest resulted in a decline in premiums for the sale of rights to new issues.

Company returns showed rising turnovers, profits, and, in many cases, higher dividends during 1948. But the falling proportion of net profit, increasing costs and supply difficulties resulted in greater emphasis being placed on future difficulties in company reports. These warnings, together with the flood of new issues, caused some weakening in prices early in December.

These fluctuations probably mark the end of the almost unrestricted buying pressure, which has forced up prices since the relaxation of official controls. The period of ready and easy money seems to be ending, and investors are adopting a more critical attitude towards the earning power and prospects of individual companies.

New capital raised by public subscription in 1948 amounted to £44·5 million, £19 million more than in 1947, shares being issued by 263 companies. Of the total raised, £14·3 million was for manufacturing, £3·5 million for mining, £3·3 million for paper mills, and £2·7 million for engineering. As an example of conditions, four of Australia's leading department stores—two operating in Sydney, and two in Melbourne—recently announced their results for 1948 and each reported a sharp increase in net earnings, following increased turnover, which offset rising expenses and decreasing profit margin. Earnings on ordinary capital varied from 18·8 per cent to 41·2 per cent.

The Commonwealth budget for the year ended June 30, 1949, was introduced into Parliament in September, 1948. Comparative figures and estimates respectively for 1947-48 and the current year are shown in the following table:

	1947-48	1948-49	Increase
Expenditure—		£A million	
Defence and postwar charges	180.0	199.0	19.0
Other expenditure	229.5	257.8	28.3
Total	409.5	456.8	47.3
Revenue—			
Taxation	369.0	377.3	8.3
Other	43.0	44.8	1.8
Total	412.0	422.1	10.1

These amounts exclude the tax reimbursements made to the states under the uniform taxation arrangement whereby the states have, for the time being, relinquished the income tax field. The reimbursements amounted to £45 million in 1947-48 and are estimated at £53.68 million for the current financial year.

Estimated expenditure for social services amounting to £88·5 million, greater than the whole of the Commonwealth expenditure prior to 1938, is included in "other expenditure". It is significant that the Prime Minister publicly announced that this expenditure is designed to redress the difference in class incomes.

Despite reductions in both direct and indirect tax rates, estimated at £22 million a year, total tax revenue is expected to be higher than last year. This is a recognition of the continuing effect of inflation as indicated by the 20 per cent increase in national income to £1,635 million over the past year. Income tax rates were cut by 33 per cent on low incomes, shading away to 9 per cent on an income of £5,000. Company tax was reduced from six shillings to five shillings in the pound for the first £5,000 of taxable income, and some slight concessions were made in sales tax and excise duties.

The budget estimates show a deficit of £35 million, but this need not be taken too seriously, since the real position is obscured by the transfer of trust fund balances, which should cover any deficit and release the proceeds of public borrowing for the purpose of funding the floating debt. The returns for the first six months of the financial year, to the end of December, seem to bear this out. Tax receipts were £8 million greater than for the same period of the previous year, despite a lag in collection, and only £8 million has been spent from the loan fund as compared with the budget estimate for the year of £31·8 million. Short-term debt is steadily being reduced, treasury bills outstanding on December 31 at £203·3 million, being £70 million less than the year before. The main revenue items are:

	Estimated 1948-49	July-Dec., 1948
	£A million	
Customs and excise	115	63
Sales tax	38	20
Income tax	172	56
Social service contributions	74	34
Other taxation	32	14
Total	431	187
Less tax reimbursements to states	54	33
Total	377	154

British Sales to Canada and United States Will be Stimulated by Eight-Point Plan

Every possible assistance to be given exporters in Great Britain to ensure a continuing and increasing flow of goods to these markets —Four superintending trade consuls to be located in the United States supported by trade advisers.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, April 13, 1949.—Great Britain has drawn up an eight-point plan for the stimulation of exports to Canada and the United States, as follows:

(i) It will provide industry with a lead on the paramount and permanent importance of markets in Canada and the United States.

(ii) It will inform industry of the export objective.

(iii) It will give every possible assistance to exporters to Canada and the United States in their production difficulties. Government departments have been instructed to ensure that resources are made available for a smooth and increasing flow of production for these markets. This will involve, wherever necessary, a departure from the allocation of raw materials and other production facilities on the basis of previous consumption or other methods. In appropriate cases, it will mean outright discrimination as between firm and firm.

(iv) The best possible government service for exporters will be provided. In the United States, four superintending trade consuls have been appointed, stationed at New York, New Orleans, Chicago and San Francisco. Each will be concerned solely with matters of trade promotion throughout the whole of his region. The special consuls will be supported by experienced businessmen in each region, appointed as trade advisers. These men will be allowed to travel freely.

(v) The position of the supply of dollars for sales promotion will be eased, as vigorous selling methods will involve an initial outlay of dollars. No exporter need hesitate to ask for a reasonable allocation of dollars if it can be shown that it is legitimately required for effective and business-like promotion of exports to Canada and the United States.

(vi) Special help for special difficulties will be provided. This will take the form of additional assistance by the Export Credits Guarantee Department.

(vii) Exports will have to break out from the traditional business outlook of the eastern seaboard and can no longer consist of expensive luxury or consumer goods. The markets of the west and south should be tackled with lower-priced goods and products of good quality.

(viii) The program will be backed by a special and energetic publicity compaign throughout the United Kingdom. The spearhead will be this year's British Industries Fair.

Exports of Engineering Products to Canada to be Developed

The British Engineering Mission's recent recommendation to maintain specialized representation in Canada has been accepted by the government on condition that adequate responsibility is forthcoming from the industry. The government is ready to guarantee a substantial part of the working capital required, probably through the Export Credits Guarantee Department. It is hoped that the additional business accruing will be sufficient to provide for the repayment of the loan and to make the scheme self-supporting.

All Types of Livestock in Ireland Decline in Number and Quality

Export sales of cattle particularly disappointing—Improvement in feed and other conditions expected to effect improvement—Pasturage conditions receiving attention—Mechanization of peat industry progressing—Marked expansion in manufacturing.

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

(Editor's Note—This is the second in a series of four articles on economic conditions in Ireland in 1948, prepared for *Foreign Trade.*)

(One pound equals $4.03 Canadian)

DUBLIN, February 25, 1949.—All kinds of livestock were at low levels in Ireland, both in number and quality, at the beginning of 1948 and, although pigs and poultry have already begun to show improvement, an increase in the number of cattle naturally cannot be brought about in a few months. Traditionally Ireland's principal export item, cattle are at present making a disappointing contribution to the country's export trade.

Exports of cattle in 1948 were 372,136 head, valued at £15,068,160, as compared with 482,772, valued at £15,628,874, in 1947. These figures are particularly disappointing from the British point of view, since Irish exporters are inclined to exploit the more lucrative continental market for cattle at the expense of the old and undoubtedly most valuable outlet, Great Britain. Continental buyers offer prices in excess of those paid by the British Ministry of Food. However, the Anglo-Irish trade agreement limits the number of Irish cattle which may be shipped to the Continent. In view of the present acute meat shortage in the United Kingdom (supplies from Argentina have also fallen short of commitments), Irish cattle-producers hope that the prices paid them by the British authorities may be revised upwards.

Improvement in Cattle Population Anticipated

The total number of cattle in Ireland in June, 1948, was estimated at 3,938,100, slightly less than the 3,950,200 recorded for 1947, but it is probable that the lowest figure has now been reached and that, in view of the improvement in the feed position and other conditions, a continuing increase can be expected. This expectation is encouraged by the slight increase in the number of milch cows and heifers in calf, from 1,239,800 in 1947 to 1,263,400 in 1948. The number of in-calf heifers is estimated at 128,247, which would be the highest figure ever recorded.

The sheep population has also fallen off in the last twelve months, and the total number of pigs dropped from 457,000 to 452,000, but there is an increase in the number of sows from 43,000 to 46,000. Plentiful imports of maize in the closing months of the year are expected to result in a rapid improvement in supplies of pigs and bacon. The latter has already become somewhat less scarce.

The poultry industry has shown a marked advance, the numbers having increased from 17,303,700 to 20,383,700 in the last twelve months. Egg exports, which were 1,311,272 great hundreds in 1947, rose to 2,168,959 great hundreds in 1948, the value increasing from £1,547,446 to £3,593,915.

Pasture Conditions Receiving Attention

Her green pastures are one of nature's richest endowments to Ireland, and the Department of Agriculture is paying particular attention to an improvement in the stock-carrying capacity of the land. The Irish climate is ideally suited to the production of grass, but much of the grazing land has been seriously impoverished during the last few years. In an effort to remedy this with a minimum of delay, the government enlisted the services of a New Zealand expert, who has been carrying out a survey of Ireland's 8,000,000 acres of pasturage.

The necessity for increasing the output of livestock and livestock products will no doubt entail an increase in the area planted to forage crops and a reduction in the acreage which has had to be devoted to wheat in recent years. The Government has given an undertaking that no compulsory tillage orders will be issued in 1949 unless the international situation should suddenly deteriorate.

Silage-making is rapidly increasing and is supplying a valuable addition to the available feedstuffs. Sweet silage, made from grass or other green crop with molasses, is the more popular, but a type of acid silage known as A.I.V. and long popular in Finland, is gaining favour. A dried-grass plant is also in full production, and the meal produced is reported to be an adequate substitute for concentrates in the feeding of cattle and a partial substitute in respect of poultry and pigs. There is an expanding market for this meal in the United Kingdom, but it is probable that the domestic market will absorb the bulk of the output. The use of seaweed, another raw material with which this company is plentifully supplied, is being developed in several directions, e.g., for fertilizers, plastics and stock feed. Experiments are continuing, and a contact was recently made with a research institution in Newfoundland with a view to the mutual exchange of information.

Mechanization of Peat Industry Progressing

Mechanization of the turf (peat) industry continues and, towards the end of 1948, machine-won turf—hitherto only available for industrial use—was placed on the open market and has met with considerable favour. With a new excavator, recently purchased, it is expected that 12,000 to 15,000 tons per year of an improved type of turf will be obtained, and it is hoped to have twenty of these machines in action in the 1949 season. Drainage of a new 1,200-acre peat bog has commenced, and a further area of 26,600 acres has been surveyed.

The possibilities of producing several by-products are also being investigated, such as the extraction of peat wax for industrial use. The output of peat moss is being steadily increased; 24,000 bales were produced this year, of which approximately 8,000 bales were exported to the United States, Britain and Egypt. Peat moss is used as a soil conditioner, for poultry litter and as packing material, and the market is apparently capable of considerable expansion. Cut-away bogs are being reclaimed for agricultural use, and in some cases they have been found suitable for afforestation. The Government continues the policy of building up forest reserves, about 6,000 acres having been planted in 1948.

Manufacturing Industry Expanding

A greatly improved supply of raw materials and the active efforts that the government has made throughout the year to find and expand markets for Irish produce have resulted in definite progress having been made by many Irish industries during 1948.

An important item in the Anglo-Irish Trade Agreement established Ireland's right to restrict the import of certain British goods which had previously been entitled to free entry and which Irish industrialists alleged were in some cases being "dumped". This agreement also resulted in some modification of British restrictions on many Irish products which have since been able to at least obtain a footing on the British market.

The urgent necessity of finding goods for export, if Ireland is to import sufficient goods even to maintain her present standard of living, has accelerated the efforts to develop native resources. The bogs, the rivers, and the mines (which offer possibilities for the production of pyrites, lead concentrates, barytes, zinc oxide and gypsum) are being exploited with the aid of government grants. Slate quarries in County Clare are being worked with the most up-to-date electrical equipment, an average output of 15,000 to 20,000 slates a day being recorded. This particular Irish product competes successfully with imported products, since the quality is indisputably superior to that of slates from Italy and Belgium. Advantage could be taken of an export market in Scotland if an economic form of transport could be devised. However, the needs for re-housing are likely to result in all domestic slates being required in Ireland and in the continued use of imported and locally produced substitutes.

The world-renowed firm of James Hennessy & Co., of Cognac, recently announced their intention to open a subsidiary plant for bottling their brandy locally. This was originally an Irish family, and the founders of the business were among those who left Ireland after the defeat of the Irish armies in 1690.

Three New Industries for County Cork

A galvanizing and hollow-ware factory is to be opened early in the new year in Waterford, and a jam factory began operations in a Tipperary village in the closing months of the year. The latter, though a small venture, has been cited as an example for other villages, since it is a practical step which has halted emigration in the neighbourhood. County Cork has acquired three new industries in the last year. The first manufactures wool tops, occupies an area of 60,000 square feet and is regarded as an important addition to the Irish textile industry. As raw material it uses Australian, New Zealand and Irish wool. Its first export order of $100,000 worth of wool tops was shipped to the United States, and orders from Canada will shortly be despatched.

The second factory is a worsted mill with an area of 65,000 square feet, 100 automatic looms and the necessary warping and winding machinery for the manufacture of woollen and worsted suitings and overcoatings. Two modern carding and spinning plants are installed to make saxony yarn for West-of-England type of cloth. This firm at present produces a botany worsted cloth for which the wool is imported from Australia, made into tops by Wool Combers (Ireland), Limited, spun by the Cork Spinning Company, Limited, dyed by Sunbeam Wolsey Limited (another Cork firm), and designed and woven by Midleton Worsted Mills Limited, a firm well established as an exporter to Canada.

The third Cork factory is situated in the town of Youghal and marks the first effort in Ireland to manufacture satin and taffeta linings and lingerie materials. This factory has an area of 55,000 square feet, was opened in the latter half of 1948 and has already had some difficulties to contend with. After operating for a brief period, it was found impossible to produce economically, since the yarn, which was purchased from Great Britain, cost 30 per cent more than it cost a British firm. Consequently, fabrics imported from the United Kingdom inevitably undersold the Irish product. The factory closed down until, following representations made to the government, a protective import tariff was imposed.

A thirty-acre site has been acquired in the neighbourhood of Dublin, and a factory has been erected for drawing wire, making electrical transmission cables and, later on, electrical equipment, including transformers, motors, switch-gear, meters and electrical appliances. Wire-drawing operations will begin shortly.

Government Assisting Industry

Although Ireland is short of raw materials, it has the advantage of a plentiful supply of labour, which, although industrially inexperienced, has proved intelligent and adaptable. It is also possible to obtain sites for factories. With the present government encouragement and the widely realized necessity for increasing production and providing goods for export, a fuller utilization of national resources and a growing industrialization in this country may be looked for. The foreign exchange situation has added urgency to the progress already being made in increasing industrial output, as indicated by the following table:

Aggregate Output of All Industries and Services

	Gross Output	Net Output	Employees Average No.
	(£1,000)		
1936	81,013	33,560	153.888
1937	87,194	34,268	161,212
1938	89,370	35,459	166,107
1943	110,353	41,096	140,794
1944	118.511	41,976	142,627
1945	135,532	47,700	150,957
1946	154,583	55,447	167,420

Canada Supplied British Requirements of Copper Ore and Aluminum Last Year

Material increase in imports of aluminum in its primary forms, indicating expanded applications of this metal for industrial purposes—Purchases of copper ore considerably below prewar volume —Imports of iron and steel ingots, blooms, billets and slabs from Canada greatly reduced.

By A. E. Bryan, Commercial Counsellor for Canada

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

LONDON, March 10, 1949.—British requirements of copper ore, aluminum and aluminum alloys were obtained entirely from Canada during 1948. The volume of aluminum, imported in its primary forms, established a record, while purchases of copper ore, increasing slightly in the past year, were considerably below the 1938 volume.

Purchases by Great Britain of other Canadian metals, including ferro-alloys, unwrought electrolytic copper, unwrought lead, unwrought nickel and unwrought zinc increased over those in 1947, but were below the 1938 volume.

Canadian shipments to this market of miscellaneous non-metalliferous mining products, iron and steel ingots, steel blooms, billets and slabs declined in the past year.

British Imports of Asbestos from Southern Rhodesia Increased

Southern Rhodesia derived most benefit from the expansion in the asbestos trade, imports from that country increasing by 34 per cent over 1947. At the same time, total imports increased by 30 per cent and Canada's contribution by 21 per cent.

	1938	1947	1948
Total			
Tons	50,861	66,935	86,947
£	1,118,232	2,499,389	3,745,509
Principal Sources		(Tons)	
Canada	19,501	23,813	28,824
Southern Rhodesia	15,839	23,472	31,626
South Africa	10,442	6,079	8,668

British Imports of Non-metalliferous Mining Products Declined

There was a slight fall in total imports of miscellaneous non-metalliferous mining products, including gypsum, magnesite, talc, abrasives and feldspar. Arrivals from Canada declined further by 10 per cent as compared with the previous year.

	1938	1947	1948
Total			
Tons	1,499,781	852,482	924,491
£	4,898,305	14,841,411	16,769,019
Principal Sources		(Tons)	
Canada	151,559	61,570	55,086
Belgium	267,441	120,607	104,000
United States	129,508	344,114	377,343
France	156,931	77,319	48,524
Denmark	33,439	44,395	43,804

British Requirements of Copper Ore Supplied by Canada

Canada's monopoly in copper ore imports did not change in the past year.

	1938	1947	1948
Total			
Tons	29,626	21,502	26,403
£	2,453,209	2,086,133	2,561,296
Principal Sources		(Tons)	
Canada	29,569	21,500	26,403

British Imports of Iron and Steel Ingots from Canada Fell Sharply

Imports of iron and steel ingots and of steel blooms, billets, etc., tapered off in 1948. The quantity purchased from Canada fell sharply. A notable feature of the trade was the recovery of Belgian shipments. Imports from that source were 10 per cent above the prewar quantity.

Iron and Steel Ingots (other than of alloy steel)

	1938	1947	1948
Total			
Tons	22,608	111,767	19,180
£	170,838	1,917,037	419,022
Principal Sources		(Tons)	
Canada	......	23,420	......
United States	6,995	88,341	19,180

Steel Blooms, Billets and Slabs (other than of alloy steel)

	1938	1947	1948
Total			
Tons	315,016	201,221	162,519
£	2,344,568	3,849,865	4,136,455
Principal Sources		(Tons)	
Canada	59,454	52,944	16,619
Belgium	55,417	12,319	61,103
United States	60,174	89,011	52,048

British Imports of Ferro-alloys at High Level

Imports of ferro-silicon, ferro-chrome, ferro-manganese, etc., in 1948 were at a high level, being 10 per cent above 1947 and 82 per cent above

1938. Imports from Norway were running at a higher rate than prewar but were only one-half the Canadian volume. Canadian manufacturers have greatly expanded their United Kingdom outlet in the last ten years, the activity largely reflecting the progress of the steel industry.

Total	1938	1947	1948
Tons	47,595	78,195	86,445
£	1,021,797	3,790,690	4,175,778
Principal Sources		(Tons)	
Canada	3,600	54,818	57,030
Norway	25,518	22,022	29,180

British Imports of Aluminum from Canada Materially Increased

Imports of aluminum in its primary forms from Canada established a record, the volume increasing 42 per cent as compared with 1947. The increase indicates the expanded applications of aluminum for industrial purposes in the United Kingdom.

Total	1938	1947	1948
Cwts.	925,127	1,917,235	2,781,678
£	4,219,423	6,674,153	10,339,757
Principal Sources		(Cwts.)	
Canada	608,285	1,916,628	2,762,731

British Imports of Electrolytic Unwrought Copper Remain Steady

Consumption of electrolytic unwrought copper remains steady. There was, however, an increase of 10 per cent in imports from Canada as compared with 1947. Rhodesia has gained a certain amount of ground in this trade in recent years.

Total	1938	1947	1948
Tons	196,964	203,236	203,512
£	8,953,944	24,125,282	25,921,301
Principal Sources		(Tons)	
Canada	95,488	50,419	55,601
United States	36,888	57,241	58,097
Northern Rhodesia	16,231	27,410	33,283
Belgium	100	37,049	23,417

British Imports of Unwrought Lead Declined

There was a further decline of 19 per cent in aggregate imports of unwrought lead over the year and sterling area sources took the whole of the loss. Imports from Canada went up by 7 per cent.

Total	1938	1947	1948
Tons	407,173	197,154	160,951
£	6,376,890	14,127,238	13,792,506
Principal Sources		(Tons)	
Canada	107,654	39,961	42,900
Australia	187,847	125,165	96,593
Northern Rhodesia	......	5,773	4,402

British Imports of Unwrought Nickel from Canada Decline

A drop of 38 per cent in total imports of unwrought nickel coincided with a fall of 52 per cent in the quantity credited to Canada. The balance of the imports is chiefly nickel of Canadian origin, produced and consigned from Norway.

Total	1938	1947	1948
Cwts.	410,969	154,006	94,176
£	3,690,393	1,458,021	941,570
Principal Sources		(Cwts.)	
Canada	368,151	118,961	57,384
Other foreign countries	35,566	34,845	36,591

British Imports of Spelter at Prewar Level

Imports of spelter were kept up to the prewar level, rising by 12 per cent as compared with 1947. There were only minor variations in sources of supply.

	1938	1947	1948
Total			
Tons	165,049	148,721	167,758
£	2,400,037	8,943,381	11,403,026
Principal Sources		(Tons)	
Canada	88,666	49,866	48,452
United States	616	57,690	59,027
Australia	15,628	21,337	28,045

Attempts Made to Improve Capacity Of Indian Railways in Past Year

Large quantities of engines, rolling stock and vital components ordered from Canada, Great Britain and the United States—Movement of goods improved—Rapid strides made by civil aviation—Water resources of country to be developed by hydro-electric schemes.

By Richard Grew, Commercial Secretary for Canada

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

NEW DELHI, February 19, 1949.—Strenuous attempts have been made in the past year to improve the capacity of Indian railways, which had been limited by the supply of locomotives and components for the construction of rolling stock. A total of 490 broad-gauge and 58 metre-gauge passenger engines are either on order from Canada, Great Britain and the United States or are being built in India. Similarly, 256 broad-gauge and 33 metre-gauge engines and nine broad-gauge shunting engines are also being obtained.

Orders have been placed abroad for vital components, such as 300,000 boiler tubes of all sizes, 76,800 water gauge glasses, 2,000 tons of steel castings, 125 boilers for locomotives, Rs.10,000,000 worth of locomotive spares, Rs.24,000 worth of locomotive headlight bulbs, crank axes, etc. The Railway Board's project for a locomotive factory at Asansol has made progress during the year and is expected to be completed by the end of 1950. A new classification in passenger transport has been introduced, and railway fares in many provinces have been increased.

Much improvement has been effected in the movement of goods, although it cannot be said that the railways have recovered fully from the effects of the partition. A system of despatch by train loads has been introduced, which includes the movement of cotton and cotton seed from the Central Provinces to Bombay, Delhi and Kanpur; tinplate from Tatanagar to Ernakulam, Madras and Bombay; sugar from the United Provinces to the south, and so on.

Not much progress has been made this year with regard to roads and road transport, as this aspect has been seriously affected by rising costs and the government's anti-inflationary measures. In order to facilitate the reorganization of road transport, the governments of several provinces have enacted legislation amending the Motor Vehicles Act, 1939. Nationalization of transport has not been enforced except in very restricted areas of Bombay and Madras and a few other towns.

Civil Aviation Making Rapid Strides

Rapid strides which civil aviation is making in India, compared with other fields, is indicated by statistics covering the period July, 1947, to the end of June, 1948. During that period, the number of hours flown had risen from 48,629, in the previous year, to 66,554. The number of passengers carried rose from 188,796 to 314,546, and the weight of freight carried trebled. During the coming year, a flying training school and an aerodrome school are to be established at Allahabad, which will train 300 pilots, 300 aerodrome officers and 300 control operators during the next three years. In an effort to replace existing foreign flying personnel by Indians, six experienced pilots have been sent to the United Kingdom for training as instructors. The ratio of foreigners to Indians at present manning the civil aircraft is roughly 60 to 40.

Development work is going ahead rapidly. The airports of Santa Cruz at Bombay, Dum Dum at Calcutta and Palam at Delhi are being brought up to the standard of international airports. An expenditure of Rs.20,000,000 has been approved for the construction of control and wireless transmitting stations at Vizagapatam, Lucknow, Ahmedabad, Nagpur, Benares, Patna, Bagdogra and Gauhati. The most significant event of the year took place in December at Delhi, when the first South-east Asia Regional Air Navigation Conference of the International Civil Aviation Organization was held. The object of the conference, which was attended by two hundred delegates from all countries, was to determine what further air navigation facilities are needed in South-East Asia and to decide on a common operating procedure for air and ground crews.

Radio has also developed considerably during the past year. The growth of the listening habit in India is indicated by the fact that, whereas in 1937 the total number of licensed receivers was 50,650, in 1947 it had risen to 230,025. During the past year, new stations have been opened at Patna, Cuttack, Jullundur, Amritsar, Shillong, Gauhati and Nagpur, thereby enabling every province in the country to have at least one radio station. Regular external broadcasts are made in 31 foreign languages.

Hydro-electric Schemes Will Utilize Water Resources

Public works in India are mainly confined to hydro-electric schemes to utilize the vast water resources of the country. The most important is the Damodar Valley project, planned on the lines of the Tennessee Valley project, which, when completed at a cost of about Rs.550.000,000, will irrigate about 673,000 acres of land in the Bengal area, and will supply 200,000 kw. of power, in addition to the 150,000 kw. of thermal power to be installed. The additional food production is estimated to be about 200,000 tons annually. A Damodar Valley Corporation has been formed and work has started on several sites. Provided the present time-table, allowing for actual dam construction to begin in October, 1949, is adhered to, the benefits from the scheme will be felt in five years' time, though completion of the total project may take from ten to fifteen years.

The Hirakud dam, the next important multi-purpose scheme on which work has started, will consist of a three-mile long dam constructed across the Mahanadi River in the province of Orissa. It is expected that the project will extend irrigation facilities to about 1,100,000 acres of land, yield a total installed capacity of 350,000 kw. and render the Mahanadi a navigable waterway.

It had been planned to start work during 1948 on many other river-valley projects which have had to be shelved temporarily as a governmental anti-inflation measure.

First Farm Tractor Produced in Australia Closely Resembles German Design

Wheel type, powered by semi-diesel engine, will be produced at initial rate of 10 per week, increasing to rate of 1,000 a year—New tractor plant of International Harvester expected to come into production shortly.

By F. W. Fraser, Commercial Secretary for Canada

MELBOURNE, March 28, 1949.—Australia is now producing farm tractors, the first unit having come off the assembly line of K. L. Tractors, Limited, at Springvale, Victoria, on March 16, 1949. It is expected that the initial output will be ten a week, increasing to a rate of 1,000 per annum by the end of this year. The new tractor is a wheel type, made by the Ianz Company, in Mannheim, Germany, and will be powered by a 40 h.p. semi-diesel engine. Seventy sub-contractors in several states will supply component parts to the main assembly.

The new tractor plant of International Harvester Company, at Geelong, Victoria, is also expected to come into production within the next few weeks. This plant will produce wheel tractors in two models of standard American design.

Local production in both plants by 1950 is expected to reach 4,000 units annually.

An acute tractor shortage has been in evidence in Australia during the past several years. Estimated normal demand for all types is around 10,000 units annually, while the potential demand during the next few years is in excess of 20,000 a year.

A recent announcement by the Prime Minister states that imports already scheduled for 1948-49 will be 15,800 wheel tractors and 1,090 of the crawler type. During 1949-50, imports are expected to be 20,900 wheel and 3,663 crawler. Of these, Great Britain will supply 17,000, the United States 2,500, and Europe 1,400 of the wheel type, and the crawler type will be supplied by the United States 963, Great Britain 300, Italy 1,800 and France 600.

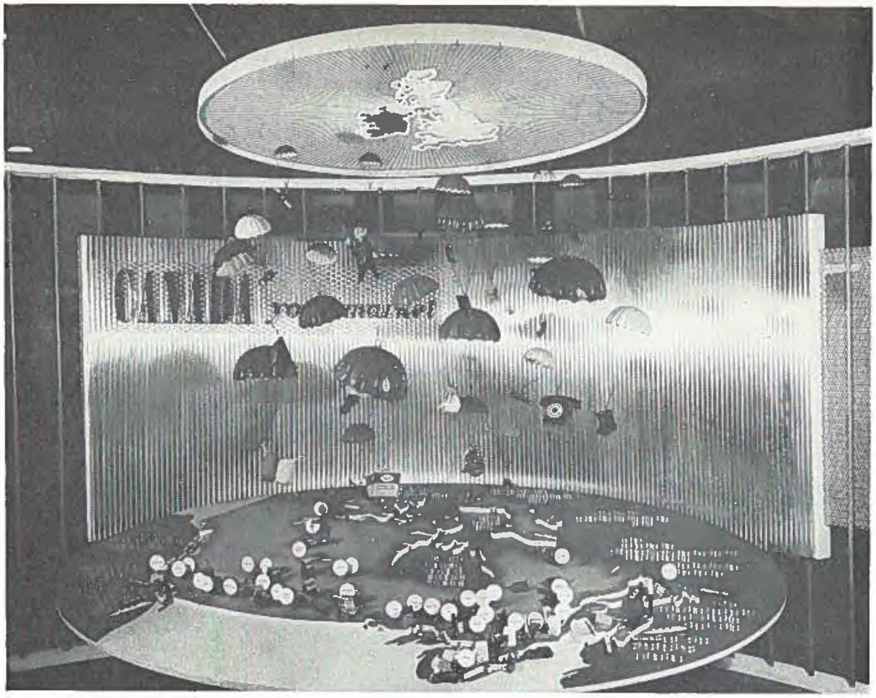
Canadian Retail Sales More Than Doubled

Dollar volume of retail sales in Canada has more than doubled during the last seven years, all regions of the country sharing in this general expansion, although trends have not been uniformly parallel, and all trades showing gains of substantial but varying proportions.

Estimated consumer expenditures in Canadian retail stores in 1948 reached a total of $7,276,400,000. This compares with $3,436,800,000 in 1941 when the last complete measurement of Canada's retail business was made in the Decennial Census. Last year's volume exceeded by nearly 11 per cent the previous high estimated expenditures of $6,562,900,000 for 1947.—*(Dominion Bureau of Statistics.)*

Conditions in British Honduras Far from Favourable

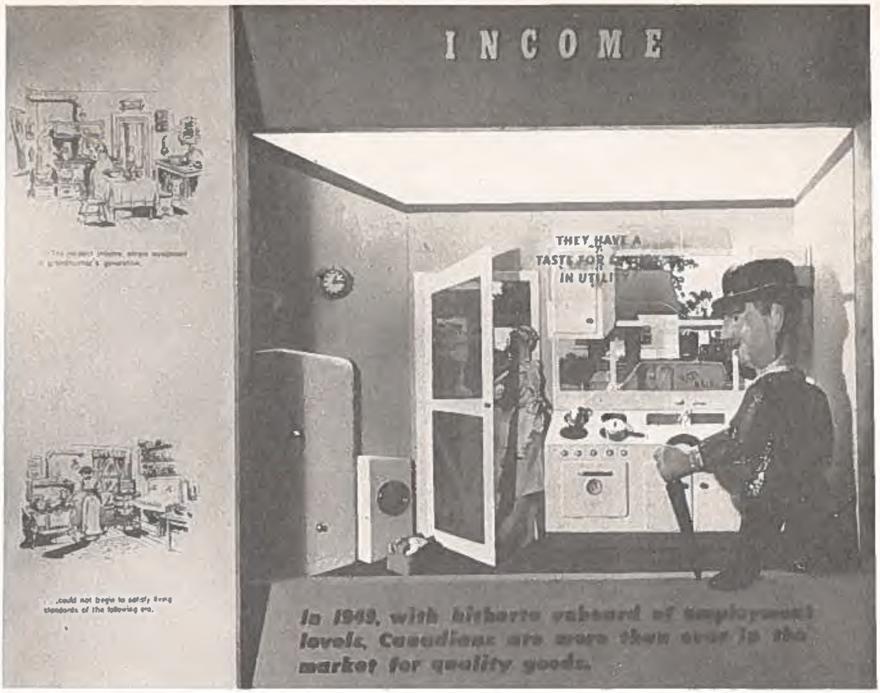
Conditions in British Honduras are far from favourable. The Guatemalan border was closed in February, 1948, though it was opened shortly thereafter for a period of three months to permit cut mahogany to be moved out. Through a typographical error, this information was garbled in a report published in April 9th issue of *Foreign Trade* entitled "British Honduras planning production of grapefruit in sections and oranges".



Representative products are dropped by parachute from an outline map of Great Britain to one of Canada, on which are indicated some of the natural resources of this country.

Canadian Exhibit at British Industries

Labour is an important factor in the production of Canadian commodities and competition to be met here by British salesmen.



British salesman examines a Canadian home, in order that he may determine what merchandise manufactured by his firm can be made available to various income groups in this country.

·, London and Birmingham, May 2-13

Canada extends a welcome to her second International Trade Fair in this three-dimensional display at the main entrance.

South African Business Recorded Substantial Gains in Past Year

Nearly every phase of industry, trade and commerce showed improvement—Buoyant business conditions characterized by heavy purchases of consumer goods and increased deliveries of capital equipment—Import controls introduced to limit drain of foreign exchange.

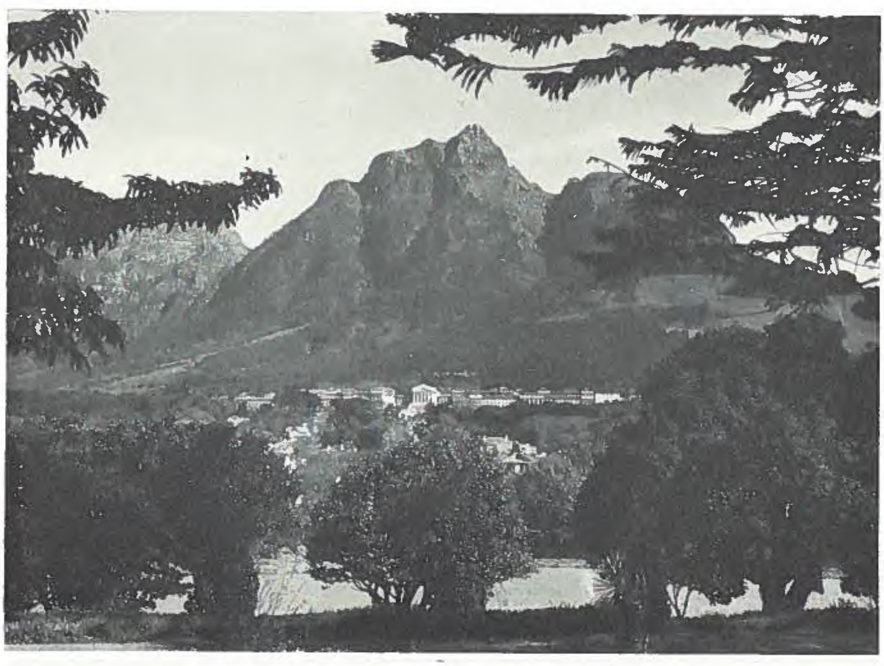
By S. G. Tregaskes, Acting Commercial Secretary for Canada

(Editor's Note—This is the first in a series of articles on economic conditions in South Africa during 1948, prepared for *Foreign Trade*. One pound equals $4.03 Canadian.)

CAPE TOWN, March 10, 1949.—Nearly every phase of industry, trade and commerce registered substantial gains during 1948 over the previous year. Business conditions were buoyant throughout most of the year, which was characterized by heavy purchases of consumer goods, as well as accelerated deliveries of capital equipment from overseas, with consequent heavy drains on the exchange reserves of the country.

In November the government was forced to introduce import controls and exchange restrictions in an effort to conserve the country's gold and hard-currency exchange holdings. While the flow of consumer goods to the Union throughout 1948 relieved the few shortages which still existed in consumer lines resulting from the war years, there is little doubt that rumours of impending import controls, especially during the period May-October, 1948, led many importers to over-order. The result is that in some cases, stocks of consumer goods in the country are sufficient to last months

South Africa—University of Cape Town, below Devil's Peak, six miles from the centre of the Legislative Capital.



Courtesy Cape Peninsula Publicity Association or even years. It is difficult to assess the degree to which panic buying on the part of importers made necessary, or at least hastened, the introduction of import control, but it cannot be disregarded as a factor contributing to the Union's exchange crisis.

Distributive Trades Were Active

The retail and wholesale trades enjoyed good turnovers in the last six months of 1948 and all centres in the Union reported a heavier volume of business than during the corresponding 1947 period. The Christmas season of 1948 proved to be an exceptionally busy one and increases in turnover ranged from 10 to 25 per cent above 1947. Despite increased sales, however, retailers reported greater discrimination on the part of the consumer and a falling-off in sales of luxury consumer goods. Also, the lack of large transactions indicated a "tightening" in the money available to the consumer. The larger sales during the Christmas season, resulting from a greater number of smaller transactions, is attributed to the fact that larger and more varied stocks were available than has been the case for several seasons.

The Department of Labour's unemployment figure showed a slight downward movement in 1948 as the Union's labour force attained a higher level of employment during the year. The number of unemployed registered monthly dropped from a high of 14,013 in July to 8,477 in December. The average number of unemployed during the first six months of the year was 13,000. No serious work stoppages occurred during the year and the Union's industry generally was reasonably free of labour disputes.

Cost of Living Increased

The over-all increase during the year in the combined retail price index covering foodstuffs, fuel, light, rent and sundries, was nearly six per cent. Based on a 1935-38 index of 1,000 the January figure was 1,418 and in December it stood at 1,502, a slight decrease from the 1,518 recorded in October, the highest month of the year.

The index for the prices of wholesale commodities also showed an increase during 1948 and by November had moved to slightly more than 9 per cent above the 1947 figure. The movement in the wholesale price index for all commodities, for Union goods and for imported goods for the period 1944 to 1948 is as follows:

Commodity Wholesale Price Index in South Africa

	All Groups	Union Goods (Basis 1910=100)	Imported Goods
1944	176.6	157.5	211.3
1945	179.1	162.4	209.5
1946	183.4	170.4	207.1
1947	192.3	176.0	222.0
September, 1948	210.8	184.2	258.9
October, 1948	211.6	185.1	259.7
November, 1948	210.4	183.7	259.0

In its efforts to combat the rise in the cost of living during the year, the government placed many additional commodities under price control. After the introduction of import restrictions in November a very marked expansion in the list of items affected by price control became apparent.

Reflecting the increased business activity during 1948, government revenues up to December 31, 1948, show a considerable increase over 1947. Although expenditures during the same period were higher, it appears that, if the trend continues in the first three months of 1949, a larger surplus will result than was budgeted for by the Minister of Finance in August, 1948.

Statement of Revenue and Expenditures for South Africa

Revenue	1947	1948
	April 1-Dec. 31	
Customs and excise	£31,930,583	£33,946,630
Posts, telegraphs and telephone	8,096,186	9,252,386
Inland revenue	46.621.191	59,807,906
Total	£86,647,960	£103,006,922
Expenditures	£89,936,452	£ 98,001,849

The net external debt of the Union at December 31, 1948, totalled £8,525,000, a slight decrease from the figure for 1947. Internal debt increased during 1948 by £50,100,000 to a total of £632,978,000. The total net public debt therefore now stands at £641,503,000.

The record level of money on deposit with commercial banks attained in 1948 has shown continual monthly declines since that date. At the same time the total of advances and discounts has reached a record level.

Commercial Bank Deposits, Loans and Discounts

	Money on Deposit	Total Loans and Discounts
1947		
December	£393,536,000	£116,923,000
1948		
May	416,360,000	126,722,000
June	406,603,000	133.334,000
July	396,782,000	138,633,000
August	393,956,000	144,980,000
September	399,685,000	150,096,000
October	398,455,000	152,127,000
November	390,360,000	151,422,000
December	378,951,000	156,123,000

Part of the decline in the total of money on deposit is attributed to a reversal in the flow of "funk" money from the United Kingdom, which reached its peak during the first four months of 1948; part, no doubt, is due also to the need of depositors to draw on savings to meet their ordinary requirements. In December, 1948, discussions were held by the South African Reserve Bank and the commercial banks concerning curtailment of credit for non-essential business as well as for speculative purposes. While no specific regulations were drawn up, agreement was reached on the necessity of a general tightening of credit facilities. Mortgage houses, in an effort to attract greater amounts of investor capital to meet demands for loans, increased their interest on fixed savings deposits of over one year from 3 to 3½ per cent per annum.

Gold and Sterling Holdings Have Declined

The Union's gold holdings, valued at £187,117,000 at December 31, 1947, declined to approximately £91,020,000 on July 2, 1948, and to £44,964,000 at December 31, 1948, but £80,000,000 of the difference can be accounted for by the gold loan in February to the United Kingdom. The South African Reserve Bank's sterling holdings, amounting to £82 million at the end of 1947, declined correspondingly to about £61 million by June 30, and to £32,361,000 by December 31, 1948. To protect the dwindling gold and exchange reserves of the Union, controls of hard-currency exchange for imports were introduced on November 5, 1948. While it is too early to assess the full impact of these controls on imports, they have doubtless retarded if not reversed the flow in the balance of international payments.

The Minister of Finance has estimated that South Africa's unfavourable balance of international payments in 1948 will be approximately £157,000,000.

South African International Balance of Payments

Payments—	
Imports of merchandise from overseas	£350,000,000
Invisible imports (payment of freight, insurance, paying of dividends, etc.)	46,000,000
Gold loan to Great Britain	80,000,000
Total	£476,000,000
Receipts—	
Exports of merchandise from South Africa	£134,000,000
Export of gold production	100,000,000
Influx of capital	75,000,000
Total	£319,000,000
Balance paid from reserves and foreign exchange	£157,000,000

While it is expected that importations of consumer goods and items of a non-essential character will be cut to a minimum in 1949, South Africa will continue to be an important customer for capital equipment and raw materials necessary for its secondary industries.

Estimated Available Funds for Overseas Purchases in 1949

Export of merchandise from South Africa	£135,000,000
Export of gold production	100,000,000
Influx of capital	60,000,000
Total	£295,000,000
Invisible imports	45,000,000
Available for purchases overseas	£250,000,000

The above figures do not take into account the possible repayment in sterling of a portion of the £80 million gold loan made by the Union to the United Kingdom, nor any further decline in the flow of overseas capital to this country. Also the compilation assumes the export in full of the country's probable gold production, valued at $35.00 an ounce, whereas part of this might be needed to rebuild the Reserve Bank's gold holdings. For these reasons the exchange available in 1949 for purchases abroad may be considerably less than the £250 million suggested above.

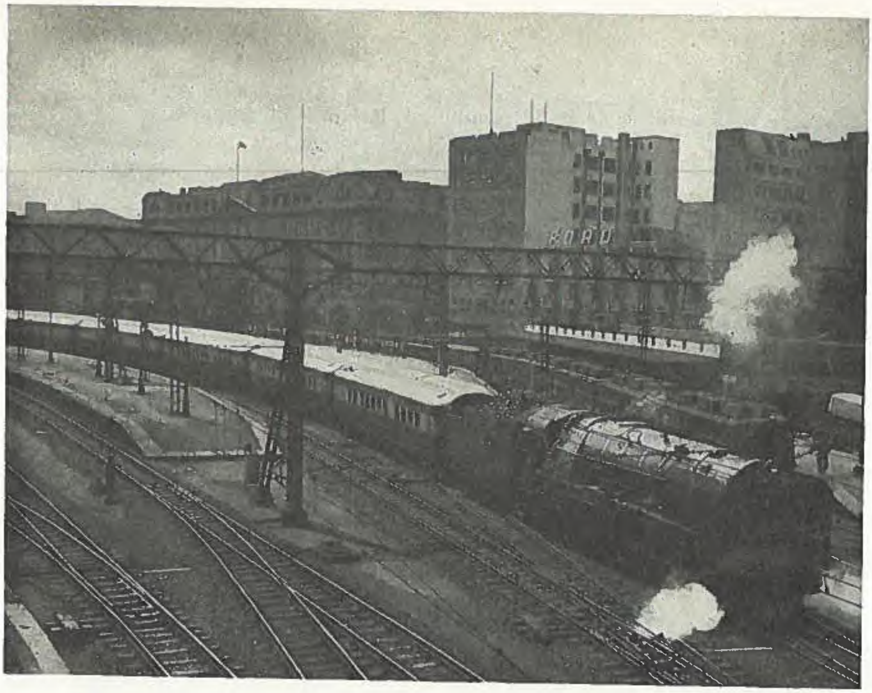
A rising influx of tourists and business visitors is indicated by figures for 1947, 1946 and prewar years. Statistics are not available for 1948. Because of better transportation facilities, the record number of visitors to the Union in 1947 was probably exceeded during 1948.

Number of Visitors to South Africa

	Holiday	Business	Total
1937	30,655	3,641	34,296
1938	35,789	4,795	40,584
1946	32,326	7,363	39,689
1947	43,263	11,098	54,361

Tourist Industry is Important Source of Foreign Exchange

While no exact information is available concerning the revenue derived from the tourist industry, it has been estimated that, on the average, each visitor spends not less than £150 during his visit to the Union. On this reasonable assumption, the value of the industry in 1947 to South Africa exceeded £8,000,000. The industry is, therefore, one of the fore-



South Africa—Johannesburg station, showing the "Blue Train" leaving for Cape Town. The South African Railways averaged 4,500,000 tons of freight a month in 1948. Of the 21,000 railway trucks on order, about 8,900 are being manufactured overseas; mainly in Canada.

Photo by South African Railways.

most earners in the Union of foreign exchange. The South African Government recognized the importance of the tourist industry to the Union's economy by setting up in 1947 a crown company, the South African Tourist Corporation, to promote the tourist industry. In late 1948, the corporation announced the opening of offices in London and New York to meet the large demand for travel information. It is anticipated that continued emphasis will be placed on the industry as one of the Union's chief "invisible" exports, by the release of building materials for expansion and by the granting of foreign exchange for equipment and supplies.

Transport System Heavily Overburdened

While operating at peak levels throughout 1948, at times transportation demands for freight shipments exceeded the capacity of the equipment available to the South African Railways. Passenger traffic was disappointing, however, and only the first-class trains, giving maximum service, proved profitable. Goods traffic during 1948 averaged more than 4,500,000 tons a month, and truck loadings 16,000 tons a day, but despite maximum utilization of rolling stock, increased revenues in 1948 did not keep pace with increased expenditures.

For the period April-September, 1948, the South African Railways experienced a deficit on railway operations alone of £2,345,080, whereas for the corresponding period of 1947 a surplus of £74,088 was recorded. The total deficit for all services of the South African Railways for this period totalled £1,361,096, compared with a surplus of £256,305 for the same period in 1947. The deficit of the airways was much smaller than in 1947, while harbour operations, as a result of heavy import traffic, resulted in a surplus of £1,228,864 for the six months, which was 50 per cent higher than the surplus recorded in the April-September period of 1947.

It is anticipated that a good percentage of the 21,000 railway trucks on order will be delivered during 1949, which will increase the number of trucks now in service by almost 35 per cent. Of the total trucks on order, about 8,900 are being built overseas, mainly in Canada, while the remainder are being manufactured by local industry and in railway workshops.

Proceeds of Canadian Exports Governed by Foreign Exchange Control Regulations

Shippers required to obtain payment, in an appropriate currency, of the fair value of their goods within six months of shipment.

Canadian residents who sell goods which have been or are to be exported from Canada are required, according to a recent summary of the Foreign Exchange Control Act and Regulations, to obtain payment of the fair value within six months of shipment in an appropriate currency, as follows:

(i) Exports to sterling area countries—sterling, Canadian dollars or United States dollars;

(ii) Exports to special arrangement countries—United States dollars or Canadian dollars; and

(iii) Exports to United States dollar area countries—United States dollars.

Except in those cases where a customs export entry is not ordinarily required (e.g., gifts up to $25 in value, other shipments up to $5 in value, travellers' baggage and effects, etc.), a combined Customs Export Entry and F.E.C.B. Form B.13-B is to be delivered by an exporter to the collector of customs at the port of exit of the goods, or to the postmaster, where the export is by mail. Five copies of the form are required. Where the terms of payment are in accordance with the Foreign Exchange Control Act and Regulations, the collector approves the Form B.13-B on behalf of the Board and sends a copy of the form to the exporter's bank.

A resident of Canada who has, or receives payment of, any United States dollars, sterling or other foreign exchange is required to offer it for sale to his bank. F.E.C.B. Form C, copies of which are available at banks, is to be completed covering a sale to a bank of exchange arising from the sale of goods which have been or are to be exported where the amount is more than $100 or £25. This form is then "matched" by the bank with the copy of Form B.13-B covering the export, which the bank has received or will receive from the customs. When an exporter receives payment for an export to a sterling area or special arrangement country in Canadian dollars, the exporter's bank is notified by the bank having the account from which the payment was made, and a similar "matching" procedure is followed.

Prior Approval Necessary for Exports for No Settlement

Prior approval of the board or an authorized dealer of the board is required for exports for which no settlement has been or will be received except in the cases specified, including:

(*a*) Goods of no commercial value, including samples exported for test and samples re-exported after having been imported for test;

(*b*) Goods exported temporarily for repairs, adjustments or to be tested, such that on return to Canada they will be eligible for entry on payment of duty on the value of repairs, adjustments or tests only;

(*c*) Properly identified empty containers or covers which are to be returned to Canada for entry under item 709 of the customs tariff;

(*d*) Household furniture, personal effects, professional instruments and tools of trade, passenger automobiles, bicycles and motorcycles exported by or for an individual on change of domicile, solely for the owner's or his immediate family's use and not for sale; and

(*e*) Gifts up to a value not exceeding $100 in any one shipment.

Insurance placed on export shipments by the exporter must ordinarily provide for payment to him of any claims in the same currency in which payment for the goods is to be received.

Trade Between European Countries Has Been Stimulated by Payments Plan

Agreement, approved by Economic Co-operation Administration, provides for "drawing rights" and multilateral clearing mechanism— Value of intra-European trade $441 millions in five months.

WASHINGTON, D.C., April 19, 1949.—Trade between countries participating in the European Recovery Program had an aggregate value of $441,000,000 in the first five months during which the Agreement for Intra-European Payments and Compensation has been in effect. The plan, which went into operation last October, is considered one of the most important whereby the countries concerned may make themselves eventually independent of financial assistance from the United States. The amount of trade transacted between these European countries was approximately 13 per cent of the estimated total volume of trade ($3,000 millions to $3,500 millions) during the same period.

Trade between the participating countries in prewar years accounted for from 40 to 50 per cent of their total trade. This intra-European trade was vital, because the countries concerned depended on it for coal from the Ruhr and Great Britain, steel from Belgium, potash and iron ore from France, woodpulp and iron ore from Sweden, fruits and vegetables from Italy, and many other important commodities, including capital equipment such as machinery.

An attempt to revive this trade after the war met several obstacles, including the elimination of Germany as a customer and source of supply; government price systems distorted by subsidies; shortages and black markets; military requisitioning; inconvertible currencies and artificial exchange rates; short gold and hard-currency reserves; inflation and reduced productivity.

Drawbacks to Bilateral Agreements Became Apparent

In view of these difficulties, trade and payments were made on a bilateral basis between countries, and trade did revive to some extent in 1946. In 1947, with no further expansion of trade between the countries, definite drawbacks to the bilateral agreements became visible. Many countries found they could not maintain a bilateral balance of trade. They wanted to import goods from other countries, but they could not export enough goods of a desired type to pay for these imports.

They soon exhausted funds advanced to them by other countries, which then refused to advance any more credit, because of the poor prospects of eventual repayment and the inflationary impact of credit extensions on their domestic economies. All countries, at the same time, were hard pressed for gold and dollar reserves with which to buy badly needed goods from the Western Hemisphere and to settle debts with each other.

When, in the middle of 1948, intra-European trade was about to come to a standstill, the Organization for European Economic Co-operation, in Paris, sought a solution to the problem. The surpluses and deficits of trade payments each country would have with all others over the fiscal year were estimated. Each creditor country was then required to set aside in its own currency, in favour of its debtors, the amount of the estimated deficit. These amounts were called "drawing rights", and were to be made available as grants rather than as loans.

For example, Belgium is able to export to France the equivalent of $40,000,000 in goods and services in excess of what France can export to Belgium. France needs this excess amount of goods, but has exhausted its Belgian credit and lacks the dollar or gold reserves with which to buy the goods. Under the payments agreement, which the participating countries signed on October 16, 1948, Belgium agrees to grant France drawing rights in Belgian francs up to the $40,000,000.

Relating this situation to ECA dollars is the next step in the explanation. Although she is a creditor of France, Belgium has a dollar deficit with the Western Hemisphere. This dollar deficit is financed in part with an ECA dollar allotment to Belgium. But $40,000,000 of that allotment is conditional upon Belgium's granting an equivalent amount in Belgian francs to France as a drawing right. In other words, Belgium is required to earn the $40,000,000 grant from ECA by passing a corresponding amount of aid to France in the form of its goods and services.

This process is repeated 78 times between each creditor and debtor. Thus, intra-European trade is increased to the extent of the total conditional aid granted by the Economic Co-operation Administration, in Washington.

Multilateral Clearing Mechanism Evolved

The OEEC went one step further, and proposed a mechanism through which a limited transferability of European currencies might be achieved. This mechanism, called multilateral clearing, is operated by the Bank for International Settlements, in Switzerland. For example, in its current accounts, Italy owes Great Britain $5,000,000. The United Kingdom, in turn, owes Belgium $10,000,000, and Belgium owes Italy $5,000,000. By the process of multilateral clearing, the $5,000,000 which Belgium owes Italy would be used by Italy to settle her debt with the United Kingdom for that amount. The United Kingdom would then take the $5,000,000 paid her by Italy to pay that amount of her debt with Belgium. Through this mechanism, $93,500,000 of current debts were cleared from October, 1948, through February, 1949.

An all-round reduction of debts has thus been achieved, and the reduction enables the debtor countries to use drawing rights only for the uncompensated balances. When this process has been carried as far as possible by the Bank for International Settlements, the remaining debts which cannot be cancelled are paid off through the use of the drawing rights which the creditor countries have set up in favour of their debtor countries.

By means of this multilateral clearing process and the use of drawing rights, obligations were discharged in October amounting to $82,000,000; in November, to $67,000,000; in December, to $80,000,000; in January, to $100,000,000; and in February, to $112,000,000, making a total of $441,-000,000.

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.

Space has been reserved to display products from 34 countries, either directly or through agencies. Alphabetically the countries are: Australia; Bahamas; Barbados; Belgium; British Guiana; Canada; China; Colombia; Czechoslovakia; Egypt; England; France; French Morocco; Germany; Hong Kong; India; Ireland; Italy; Isle of Man; Luxemburg; the Netherlands; Northern Ireland; Norway; Portugal; Scotland; Siam; Singapore; South Africa; Spain; Sweden; Switzerland; the United States; Virgin Islands; Yugoslavia.

* * * *

The first consignment of goods to be exhibited this year was unloaded April 22 at the Exhibition Grounds in Toronto. Consisting of massive dockside cranes, self-propelled cranes and truck-mounted cranes made in England, the shipment is the first of a particularly heavy British bid for the Canadian market. In the number of firms represented the United Kingdom representation in this, the *Machinery, Engineering and Plant Equipment* section, is the heaviest of any country.

* * * *

Firms whose contracts have been signed and other negotiations more or less completed have accounted for around 123,800 square feet of display space at this time. Of this, the *Textile* firms have taken the largest footage, with some 21,000 square feet, followed by the *Machinery, Engineering and Plant Equipment* firms with 16,000, *Food Products and Produce,* including *Beverages,* with 13,000 square feet, *Household Furnishings* and *Household Appliances* are about even with 12,300 and 12,000 square feet respectively.

* * * *

Beer and stout from the Isle of Man will be two of the products offered for sale at the replica of the British Inn to be erected at the trade fair this year. As the Isle of Man is a self-governing realm, apart from England, 34 different countries will be represented by products native to them.

* * * *

Firms from abroad who have to utilize ocean transport to bring their samples and displays to the trade fair will receive a preferential ocean freight rate under an agreement with leading steamship companies. By using on the return trip the same carrier that conveyed their products to the fair, firms will receive a 50 per cent reduction in the ocean freight rates for the return trip.

* * * *

Selling price of the Rolls Royce and Bentley cars to be shown at the trade fair this year will be around $13,000 for the Bentley and between $17,000 and $22,000 for the Rolls Royce, depending on the type of coach work selected. One of the Bentleys at the fair will be equipped with left-hand drive, so that it can be used as a demonstration model for prospective buyers.

Trade and Tariff Regulations

Guatemala Will Admit Hard Wheat Flour

Guatemala City, April 21, 1949.—(FTS)—Hard wheat flour may now be admitted by Guatemala. Recognized importers may bring in flour only to the extent of their purchases of local flour.

(Editor's Note—Canadian shipments of flour to Guatemala in 1948 amounted to 23,012 barrels, valued at $330,814.)

Ireland Issues "Sparking Plug" Quota

Dublin, March 25, 1949.—(FTS)—The government has announced a further quota and quota period for "sparking plugs" and components thereof, amounting to 50,000 articles for importation between May 1 and October 31, 1949. This is similar to the quota for the previous six months.

Peru Removes Processed Milk from Import Control

Lima, April 18, 1949.—(FTS)—Effective April 16, licences are no longer required for the import of evaporated, powdered and condensed milk into Peru. All types of processed milk may now be imported without restriction, payment therefor being made by exchange purchased in the free market. Hitherto, imports of these products have been subject to import licence with payment in official exchange.

Import Procedure for French Zone of Germany Announced

Frankfurt, April 20, 1949.—(FTS)—Procedure governing imports into the French Zone of Germany after April 11, 1949, with the commencement of operations by the Aussenhandelsbanken (Banks for External Trade), has been outlined by the Joint Export/Import Agency (JEIA). Imports will be arranged by the JEIA branch office or by a German importer on its behalf under the existing French Zone procedure. All such purchases will be made on behalf of a designated German consignee.

Before the import contract is signed by the JEIA branch office for the French Zone, the German consignee shall deposit a minimum of 50 per cent of the Deutsche Mark cost of the import with the Aussenhandelsbank. After the import contract is finalized, a copy of the contract will be given to the German consignee. It will then be his responsibility to arrange with the Aussenhandelsbank for the opening of the necessary letter of credit or other foreign exchange payments necessary to place the goods at the German border.

Before establishing such foreign exchange financing, the Aussenhandelsbank shall arrange for the Deutsche Mark financing of imports in accordance with its normal banking requirements. The German consignee will receive from the Aussenhandelsbank an import licence, which will be used in clearing the shipments at the border or inland points designated by him. A customs import report will be completed for each shipment and copies forwarded to the JEIA branch office at Baden-Baden.

Certain Dairy Products Removed from Export Control

Effective April 12, 1949, export permits are no longer required for shipments of the following items: buttermilk (liquid), ice cream, ice cream mix, fresh milk or cream, concentrated milk products, liquid whey and casein.

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
Africa-East— Lourenço Marques	May 13–23	*Cambray*	Elder Dempster
	May 14–24	*Biafra*	Elder Dempster
	May 25	*Catrine*	Shipping Limited
	May 31–June 10	*Cabano*	Elder Dempster
	June 25	*A Ship*	Shipping Limited
Lourenço Marques, Beira, Mombasa	May 18–25	*Thorshall*	Kerr Steamships
Africa-South— Cape Town, Port Elizabeth, East London, Durban	May 13–23	*Cambray*	Elder Dempster
	May 14–24	*Biafra*	Elder Dempster
	May 18–25	*Catrine*	Shipping Limited
	May 18–25	*Thorshall*	Kerr Steamships
	May 20–25	*Digby County*	March Shipping
	May 31–June 10	*Cabano*	Elder Dempster
	June 25	*A Ship*	Shipping Limited
Argentina— Buenos Aires	Mid-May	*A Ship*	Furness Withy
Buenos Aires	May 18–21	*Bowhill*	Cunard Donaldson
Australia— Brisbane, Sydney, Hobart, Geelong, Melbourne, Adelaide	May 13–19	*Port Wyndham*	Montreal Australia New Zealand Line
Belgium— Antwerp	May 13	†*Beaverglen* (r)	Canadian Pacific
	May 14	*Prins Maurits*	Shipping Limited
	May 16	*Prins Willem III*	Shipping Limited
	May 20	*Prins Alexander*	Shipping Limited
	May 20–25	*Rouen*	Furness Withy
	May 20–27	*Vasaholm*	Swedish American
	May 21	*Kent County*	Canada Steamships
	May 23–30	*Beaconsfield*	Cunard Donaldson
	May 24	*Makefjell*	Brock Shipping
	May 24	*Hedel*	Shipping Limited
	May 31	*Grey County*	Canada Steamships
	May 31	*Prins Willem Van Oranje*	Shipping Limited
	June 10	*Prins Willem IV*	Shipping Limited
	June 17–23	*Tunaholm*	Swedish American

Destination	Loading Date	Vessel	Operator or Agent
Brazil—			
Rio de Janeiro	Mid-May	*A Ship*	Furness Withy
Santos	May 18–21	*Bowhill*	Cunard Donaldson
Ceylon—			
Colombo	May 15–25	*Derwenthall*	McLean Kennedy
China— Shanghai	May 9–15	*Menestheus*	Cunard Donaldson
	May 10–12	*City of Liverpool*	McLean Kennedy
	May 15	*A Ship*	March Shipping
Colombia—			
Barranquilla	May 10–14	**Laholm*	Swedish American
Barranquilla	May 26–30	**Polykarp*	Swedish American
Cuba— Havana	May 11–12	*A Ship*	Saguenay Terminals
	May 18–23	**Tidaholm*	Swedish American
	May 27–28	*A Ship*	Saguenay Terminals
Denmark— Copenhagen	May 17	*Ravnefjell*	Brock Shipping
	May 20–27	*Vasaholm*	Swedish American
	May 26–28	*Erland*	Swedish American
	June 2	*Oris*	Brock Shipping
	June 7–11	*Erik Banck*	Swedish American
	June 17–23	*Tunaholm*	Swedish American
Finland— Helsinki	May 20–27	*Vasaholm*	Swedish American
	May 26–28	*Erland*	Swedish American
	June 7–11	*Erik Banck*	Swedish American
	June 17–23	*Tunaholm*	Swedish American
France— Le Havre	May 12	*Prins Maurits*	Shipping Limited
	May 16	*Prins Willem III*	Shipping Limited
	May 20	*Prins Alexander*	Shipping Limited
	May 20–25	*Rouen*	Furness Withy
	May 20–27	*Vasaholm*	Swedish American
	May 21	*Kent County*	Canada Steamships
	May 24	*Hedel*	Shipping Limited
	May 31	*Grey County*	Canada Steamships
	May 31	*Prins Willem Van Oranje*	Shipping Limited
	June 10	*Prins Willem IV*	Shipping Limited
	June 17–23	*Tunaholm*	Swedish American
Marseilles	May 20–25	*Capo Arma*	Furness Withy
Germany— Hamburg	May 14	*Prins Maurits*	Shipping Limited
	May 16	*Prins Willem III*	Shipping Limited
	May 20	*Prins Alexander*	Shipping Limited
	May 20–27	*Vasaholm*	Swedish American
	May 23–30	*Beaconsfield*	Cunard Donaldson
	May 24	*Hedel*	Shipping Limited
	May 31	*Prins Willem Van Oranje*	Shipping Limited
	June 10	*Prins Willem IV*	Shipping Limited
	June 17–23	*Tunaholm*	Swedish American
Hong Kong	May 9–15	*Menestheus*	Cunard Donaldson
	May 10–12	*City of Liverpool*	McLean Kennedy
	May 15	*A Ship*	March Shipping
India and Pakistan—			
Bombay, Karachi, Madras, Calcutta	May 15	*A Ship*	March Shipping
	May 15–25	*Derwenthall*	McLean Kennedy

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Ireland—			
Dublin	May 29–June 3	*Lord Glentoran*	McLean Kennedy
Italy—			
West Coast Ports	May 20–25	*Capo Arma*	Furness Withy
Japan—			
Kobe, Yokohama	May 9–15	*Menestheus*	Cunard Donaldson
Malta—			
Valetta	May 14–22	*Mont Gaspe*	Montreal Shipping
Mediterranean—			
Central and Western Areas	May 14–22	*Mont Gaspe*	Montreal Shipping
	May 26–June 1	*Maria Theresa G.*	Montreal Shipping
Mexico—			
Tampico, Veracruz	May 18–23	**Tidaholm*	Swedish American
Netherlands—			
Amsterdam, Rotterdam	May 12	*Prins Maurits*	Shipping Limited
	May 16	*Prins Willem III*	Shipping Limited
	May 20	*Prins Alexander*	Shipping Limited
	May 20–27	*Vasaholm*	Swedish American
	May 21	*Kent County*	Canada Steamships
	May 23	*Makefjell*	Brock Shipping
	May 23–30	*Beaconsfield*	Cunard Donaldson
	May 24	*Ornefjell*	Brock Shipping
	May 24	*Hedel*	Shipping Limited
	May 31	*Grey County*	Canada Steamships
	May 31	*Prins Willem Van Oranje*	Shipping Limited
	June 10	*Prins Willem IV*	Shipping Limited
	June 17–23	*Tunaholm*	Swedish American
Netherlands Antilles—			
Curaçao	May 10–14	**Laholm*	Swedish American
Curaçao	May 26–30	**Polykarp*	Swedish American
New Zealand—			
Auckland, Wellington, Lyttleton, Dunedin	May 21–27	*Ottawa Valley*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	May 25	*Ramore Head*	McLean Kennedy
Norway—			
Oslo, Kristiansand, Stavanger, Bergen	May 20–27	*Vasaholm*	Swedish American
	May 26–28	*Erland*	Swedish American
	May 27–June 1	*Topdalsfjord*	Kerr Steamships
	June 7–11	*Erik Banck*	Swedish American
	June 17–23	*Tunaholm*	Swedish American
Trondheim	May 27–June 1	*Topdalsfjord*	Brock Shipping
Bergen, Oslo, Stavanger	May 17	*Ravnefjell*	Brock Shipping
	June 2	*Orin*	Brock Shipping
Philippines—			
Manila	May 9–15	*Menestheus*	Cunard Donaldson
Manila	May 10–12	*City of Liverpool*	McLean Kennedy
Poland—			
Gdynia, Gdansk	May 20–27	*Vasaholm*	Swedish American
	May 26–28	*Erland*	Swedish American
	June 7–11	*Erik Banck*	Swedish American
	June 17–23	*Tunaholm*	Swedish American

Destination	Loading Date	Vessel	Operator or Agent
Portugal—			
Lisbon	May 26–June 1	*Maria Theresa G.*	Montreal Shipping
Puerto Rico—			
San Juan	May 10–14	**Laholm*	Swedish American
San Juan	May 26–30	**Polykarp*	Swedish American
Singapore	May 10–12	*City of Liverpool*	McLean Kennedy
Sweden—			
Gothenburg	May 20–27	*Vasaholm*	Swedish American
Malmo	May 26–28	*Erland*	Swedish American
Norrkoping	June 7–11	*Erik Banck*	Swedish American
Stockholm	June 17–23	*Tunaholm*	Swedish American
United Kingdom—			
Avonmouth	May 22–29	*Moveria* (r)	Cunard Donaldson
Avonmouth	May 26–June 2	*Delilian* (r)	Cunard Donaldson
Avonmouth, Swansea	May 7–12	*Bristol City*	Furness Withy
Glasgow	May 15–22	*Salacia* (r)	Cunard Donaldson
Glasgow	May 22–29	*Laurentia* (r)	Cunard Donaldson
Hull	May 20–24	*Consuelo* (r)	McLean Kennedy
Liverpool	May 7–14	†*Arabia* (r)	Cunard Donaldson
	May 11	*Inishowen Head*	McLean Kennedy
	May 13	*Empress of France* (r)	Canadian Pacific
	May 19–23	*Ascania* (r)	Cunard Donadlson
	May 19–23	*Ramore Head*	McLean Kennedy
	May 20–26	*Valacia* (r)	Cunard Donaldson
	May 25	*Ramore Head*	McLean Kennedy
	May 27	*Empress of Canada* (r)	Canadian Pacific
	May 29–June 3	*Lord Glentoran*	McLean Kennedy
London	May 12	*Ornefjell*	Brock Shipping
	May 13	†*Beaverglen*	Canadian Pacific
	May 24	*Makefjell*	Brock Shipping
Manchester	May 11–14	†*Manchester Port* (r)	Furness Withy
	May 18–21	*Manchester City* (r)	Furness Withy
	May 25–28	*Manchester Regiment* (r)	Furness Withy
Uruguay—			
Montevideo	Mid-May	*A Ship*	Furness Withy
Montevideo	May 18–21	*Bowhill*	Cunard Donaldson
Vancouver	May 20	*Gulfside*	Monsen Clarke
Venezuela—			
Puerto Cabello, La Guaira, Maracaibo	May 10–14	**Laholm*	Swedish American
	May 26–30	**Polykarp*	Swedish American
West Indies—			
Antigua, Barbados, Bermuda, British Guiana, Dominica, Grenada, Montserrat, St. Kitts, St. Lucia, St. Vincent, Trinidad	May 3–12	**Alcoa Polaris*	Alcoa Steamships
	May 17–26	**A Ship*	Alcoa Steamships
	May 31–June 9	**A Ship*	Alcoa Steamships
	June 14–23	**A Ship*	Alcoa Steamships

Departures from Quebec

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—			
Amsterdam........ Rotterdam........	May 18–19	*Kota Inten*	Furness Withy
United Kingdom—			
Greenock.......... Liverpool..........	June 14	*Franconia*	Cunard Donaldson
London.............	May 15–19	*Scythia* (r)	Cunard Donaldson
Manchester.........	May 14–17	*Manchester Port* (r)	Furness Withy

Departures from Halifax

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Iceland—			
Reykjavik..........	May 9–12	*Trollafoss*	F. K. Warren
United Kingdom—			
Liverpool...........	May 8–13	*Nova Scotia* (r)	Furness Withy
	May 22–27	*Newfoundland* (r)	Furness Withy
	June 8–13	*Nova Scotia* (r)	Furness Withy
Southampton.......	May 17	*Aquitania*	Cunard Donaldson
Southampton.......	June 6	*Aquitania*	Cunard Donaldson

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Manchester.........	May 12–16	*Manchester Commerce* (r)	Furness Withy

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	May	*Gloria*	Empire Shipping
	May	*Kastor*	North Pacific
	May	*Crowborough Hill*	B. W. Greer
	May 18	*Zeeman*	Dingwall Cotts
	May 28–June 14	*Riley*	North Pacific
	June	*Fotini*	North Pacific
	June 7	*Radja*	Dingwall Cotts
	June 27	*Silvermaple*	Dingwall Cotts
Africa-South—			
Cape Town......... Port Elizabeth...... East London........ Durban.............	May	*Gloria*	Empire Shipping
	May	*Kastor*	North Pacific
	May	*Crowborough Hill*	B. W. Grder
	May 18	*Zeeman*	Dingwall Cotts
	May 28–June 14	*Riley*	North Pacific
	June	*Fotini*	North Pacific
	June 7	*Radja*	Dingwall Cotts
	June 27	*Silvermaple*	Dingwall Cotts

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires........	May 30	*Hindanger*	Empire Shipping
Australia—			
Sydney............	May 12	*Mangarella*	Empire Shipping
Melbourne.........	May 26	*Sonoma*	Dingwall Cotts
Adelaide..........	Mid-June	*Parramatta*	Empire Shipping
Sydney............	May 20	*Aorangi*	Canadian Australasian
Sydney............ Melbourne.........	May 17	*Waihemo*	Canadian Australasian
Belgium—	May 11	*Seattle* (r)	Gardner Johnson
Antwerp...........	May 21	*Laurits Swenson*	Anglo Canadian
	May 25	*Guayana* (r)	Gardner Johnson
	May 30	*Argentan*	Empire Shipping
	June 12	*Los Angeles* (r)	Gardner Johnson
	July 4	*Paraguay* (r)	Gardner Johnson
Brazil—			
Rio de Janeiro..... Santos............	May 30	*Hindanger*	Empire Shipping
Burma—			
Rangoon...........	May 17	*Hoperidge*	Dingwall Cotts
Canal Zone—	May 11	*Santa Juana* (r)	Gardner Johnson
Balboa............	May 19	*Coastal Nomad*	Gardner Johnson
Panama City.......	June 1	*Santa Leonor* (r)	Gardner Johnson
	June 6	*Clove Hitch*	Gardner Johnson
	June 9	*Timber Hitch*	Gardner Johnson
Cristobal..........	May 19	*Coastal Nomad*	Gardner Johnson
	May 31	*Gunner's Knot*	Gardner Johnson
	June 6	*Clove Hitch*	Gardner Johnson
	June 9	*Timber Hitch*	Gardner Johnson
Ceylon—			
Colombo...........	June 10	*Höegh Silverbeam*	Dingwall Cotts
Chile—	May 11	*Santa Juana* (r)	Gardner Johnson
Arica..............	May 30	*Hindanger*	Empire Shipping
Antofagasta........	June 1	*Santa Leonor* (r)	Gardner Johnson
Valparaiso.........	June 21	*Santa Adela* (r)	Gardner Johnson
	July 2	*Santa Flavia* (r)	Gardner Johnson
China—	May 13	*Arizona*	Dodwell and Company
Shanghai..........	May 15	*Skauvann*	Canada Shipping
	June 3–4	*Mirrabooka*	Empire Shipping
Colombia—	May 19	*Coastal Nomad*	Gardner Johnson
Barranquilla........	May 31	*Gunner's Knot*	Gardner Johnson
	June 6	*Clove Hitch*	Gardner Johnson
	June 9	*Timber Hitch*	Gardner Johnson
	June 27	*Anchor Hitch*	Gardner Johnson
Buenaventura.......	May 11	*Santa Juana* (r)	Gardner Johnson
	June 1	*Santa Leonor* (r)	Gardner Johnson
	June 21	*Santa Adela* (r)	Gardner Johnson
	July 2	*Santa Flavia* (r)	Gardner Johnson
Costa Rica—	May 19	*Coastal Nomad*	Gardner Johnson
Puntarenas.........	May 31	*Gunner's Knot*	Gardner Johnson
	June 6	*Clove Hitch*	Gardner Johnson
	June 9	*Timber Hitch*	Gardner Johnson
	June 27	*Anchor Hitch*	Gardner Johnson
Ecuador—	May 11	*Santa Juana* (r)	Gardner Johnson
Guayaquil..........	June 1	*Santa Leonor* (r)	Gardner Johnson
	June 21	*Santa Adela* (r)	Gardner Johnson
	July 2	*Santa Flavia* (r)	Gardner Johnson

Destination	Loading Date	Vessel	Operator or Agent
El Salvador— La Libertad	May 19	*Coastal Nomad*	Gardner Johnson
	May 31	*Gunner's Knot*	Gardner Johnson
	June 6	*Clove Hitch*	Gardner Johnson
	June 9	*Timber Hitch*	Gardner Johnson
	June 27	*Anchor Hitch*	Gardner Johnson
Fiji— Suva	May 17	*Waihemo*	Canadian Australasian
	May 20	*Aorangi*	Canadian Australasian
	Late June	*Thor I*	Empire Shipping
	Late July	*Thorscape*	Empire Shipping
France— Le Havre	May 30	*Argentan*	Empire Shipping
Marseilles	May 19	*Stromboli*	Empire Shipping
Germany— Hamburg	May 11	*Seattle* (r)	Gardner Johnson
	May 25	*Guayana* (r)	Gardner Johnson
	June 12	*Los Angeles* (r)	Gardner Johnson
	July 4	*Paraguay* (r)	Gardner Johnson
Greece— Piraeus	May 23–June 7	*Rookley*	Anglo-Canadian
Guatemala— San Jose	May 19	*Coastal Nomad*	Gardner Johnson
	May 31	*Gunner's Knot*	Gardner Johnson
	June 6	*Clove Hitch*	Gardner Johnson
	June 9	*Timber Hitch*	Gardner Johnson
	June 27	*Anchor Hitch*	Gardner Johnson
Hawaii— Honolulu	May 20	*Aorangi*	Canadian Australasian
Hong Kong	June 3–4	*Mirrabooka*	Empire Shipping
India and Pakistan— Karachi, Bombay	June 10	*Höegh Silverbeam*	Dingwall Cotts
Madras, Calcutta	May 17	*Hoperidge*	Dingwall Cotts
	June 5	*Saparoea*	Dingwall Cotts
Karachi, Bombay, Calcutta	May 27	*Riouw*	Dingwall Cotts
Indonesia— Batavia, Soerabaya, Samarang, Cheribon	May 17	*Hoperidge*	Dingwall Cotts
	June 5	*Saparoea*	Dingwall Cotts
	June 10	*Hoegh Silverbeam*	Dingwall Cotts
Italy— Genoa, Leghorn, Naples, Venice	May 19	*Stromboli*	Empire Shipping
	June 25	*Etna*	Empire Shipping
Japan— Yokohama	May 13	*Arizona*	Dodwell and Company
Mediterranean— Central and Western Areas	May 23–June 7	*Rookley*	Canada Shipping
Mexico— Manzanillo, Acapulco	May 19	*Coastal Nomad*	Gardner Johnson
	May 31	*Gunner's Knot*	Gardner Johnson
	June 6	*Clove Hitch*	Gardner Johnson
	June 9	*Timber Hitch*	Gardner Johnson
	June 27	*Anchor Hitch*	Gardner Johnson

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—			
Amsterdam........ Rotterdam........	May 30	*Argentan*	Empire Shipping
New Caledonia—			
Noumea............	Late June	*Thor I*	Empire Shipping
Noumea............	Late July	*Thorscape*	Empire Shipping
New Hebrides—			
Port Vila...........	Late June	*Thor I*	Empire Shipping
Port Vila...........	Late July	*Thorscape*	Empire Shipping
New Zealand—			
Auckland...........	May 20	*Aorangi*	Canadian Australasian
Auckland.......... Wellington.........	May 17	*Waihemo*	Canadian Australasian
Norway—			
Oslo................	May 21	*Laurits Swenson*	Anglo Canadian
Persian Gulf.........	May 27	*Riouw*	Dingwall Cotts
	June 19	*Höegh Silverbeam*	Dingwall Cotts
Peru—	May 11	*Santa Juana* (r)	Gardner Johnson
Callao..............	June 1	*Santa Leonor* (r)	Gardner Johnson
Mollendo...........	June 21	*Santa Adela* (r)	Gardner Johnson
	July 2	*Santa Flavia* (r)	Gardner Johnson
Salavery.......... Callao............. Mollendo..........	May 30	*Hindanger*	Empire Shipping
Philippines—			
Manila............ Iloilo............. Cebu..............	June 10	*Höegh Silverbeam*	Dingwall Cotts
Manila............	May 17	*Hoperidge*	Dingwall Cotts
Iloilo.............	June 5	*Saparoea*	Dingwall Cotts
Manila............	May 27	*Riouw*	Dingwall Cotts
Cebu..............	June 3–4	*Mirrabooka*	Empire Shipping
Manila.............	May 13	*Arizona*	Dodwell and Company
	May 15	*Skauvann*	Canada Shipping
Samoa—			
Apia................	Late June	*Thor I*	Empire Shipping
Apia................	Late July	*Thorscape*	Empire Shipping
Singapore............	May 27	*Riouw*	Dingwall Cotts
	June 5	*Saparoea*	Dingwall Cotts
Society Islands—			
Papeete............	May 17	*Waihemo*	Canadian Australasian
Papeete............	Late June	*Thor I*	Empire Shipping
Papeete............	Late July	*Thorscape*	Empire Shipping
Sweden—	May 11	*Seattle* (r)	Gardner Johnson
Stockholm..........	May 25	*Guayana* (r)	Gardner Johnson
Gothenburg.........	June 12	*Los Angeles* (r)	Gardner Johnson
	July 4	*Paraguay* (r)	Gardner Johnson
Trieste..............	May 19	*Stromboli*	Empire Shipping
	June 25	*Etna*	Empire Shipping

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool.......... / Glasgow...........	May	*Corrientes*	Balfour Guthrie
Manchester.........	May 25	*Jessmore*	Furness Withy
Manchester..........	Early July	*Pacific Exporter*	Furness Withy
Unstated Ports.....	May	*Rockside*	Seaboard Shipping
	May	*Islandside*	Seaboard Shipping
	May 11	*Seattle* (r)	Gardner Johnson
	May 21	*Laurits Swenson*	Anglo Canadian
	June	*Oceanside*	Seaboard Shipping
Uruguay—			
Montevideo.........	May 30	*Hindanger*	Empire Shipping
Venezuela— Maracaibo..........	May 19	*Coastal Nomad*	Gardner Johnson
	May 31	*Gunner's Knot*	Gardner Jonhson
	June 6	*Clove Hitch*	Gardner Johnson
	June 9	*Timber Hitch*	Gardner Johnson
	June 27	*Anchor Hitch*	Gardner Johnson

Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and Gander Airport, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with Gander Airport, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Furness Warren Line—Halifax to St. John's—Tri-weekly.

Furness Red Cross Line—Halifax to St. John's—Weekly.

Blue Peter Steamship Line—Montreal to St. John's—Ten-day.

Newfoundland-Canada Steamships—Montreal to St. John's—Fortnightly.

Shaw Steamships—Halifax to St. John's—Weekly.

Rowlings Limited—Halifax to St. John's—Fortnightly.

Clarke Steamships—Montreal to St. John's—Fortnightly.

Clarke Steamships—Montreal to Corner Brook—Fortnightly.

Newfoundland-Great Lakes Steamships—Hamilton and Toronto to St. John's—Fortnightly.

Canadian National Railways—North Sydney to Port aux Basques—Tri-weekly.

Bat Guano Discovered in the Belgian Congo

Leopoldville, March 25, 1949.—(FTS)—During geological explorations in the Mount Homa area in the East of the Belgian Congo in 1947 it was discovered that the numerous natural caves contained large quantities of bat guano, which had accumulated there for ages. This material, rich in phosphorous, is an excellent natural fertilizer. Last year the leader of the geological mission, assisted by a chemist, returned to the area to make a systematic study of each cave and to estimate the phosphoric acid content. According to preliminary reports based on an examination of 26 caves, there is an estimated accumulation of 200,000 tons of guano. It is proposed to distribute 500 to 1,000 tons for experimental purposes in various parts of the Belgian Congo.

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 19	Nominal Quotations April 25
Argentina	Peso	Off.	·2977	·2977
		Free	·2085	·2085
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzerio	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5128	·5128
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	Off.	·0038	·0038
		Free	·0031	·0031
French Empire—African	Franc	....	·0076	·0076
French Pacific Possessions	Franc	....	·0202	·0202
Haiti	Gourde	....	·2000	·2000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Indonesia	Florin	....	·3769	·3769
Iraq	Dinar	....	4·0300	4·0300
Ireland	Pound	....	4·0300	4·0300
Israel	Pound	....	4·0300	4·0300
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Mexico	Peso	....	·1434	·1436
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
		Uncontrolled	·5618	·5618
Venezuela	Bolivar	....	·2985	·2985

Foreign Trade Service

Head Office Directory

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

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

Trade Commissioner Service

Director, G. R. Heasman (2530)

Assistant Director, H. W. Cheney (3058)

Area Officers—
Asia (5249)
Commonwealth, (4404)
Europe, K. Nyenhuis (4404); R. W. Rosenthal (7641); R. T. Young (4404)
Latin America, A. Savard (7641)

Western Representative—355 Burrard Street, Vancouver, B.C.

Agricultural Officer, D. A. B. Marshall (6800)

Commodities Branch

Director, W. F. Bull (6748)

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

Export Division

Acting Director, G. A. Newman (5983)

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

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

Machinery, Metals and Chemicals Section—Chief, E. C. Thorne (4082)
Agricultural and automotive equipment and vehicles, J. D. Moorman (7168)
Chemicals and allied products, S. G. Barkley (7601)
Electrical and electronic equipment, E. C. Thorne (4082)
Iron and steel products, L. G. Dornan (5167)
Machinery and industrial equipment, E. C. Thorne (4082)
Non-ferrous metals and non-metallic minerals, A. M. Tedford (7546)

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

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

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

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

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

Foreign Trade Service

Head Office Directory—*Concluded*

Import Division

Director, Denis Harvey (5417)

Assistant Director, C. F. McGinnis (7163)

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

Manufactured Goods Section—Chief, H. B. Scully (6519)
G. C. Clarke (3873), G. W. Rahm (6958) and P. E. Jensen (5337)

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

Importers' Directory, G. A. Plant (5823)

Transportation and Communications Division

Director, G. S. Hall (6236)

Traffic Section, J. H. Longfellow (7835)

Commercial Relations and Foreign Tariffs Division

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

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

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

Industrial Development Division

Director, G. D. Mallory (3819)

Assistant Director, B. R. Hayden (7886)

Administrative Officer, J. H. Boyd (7886)

Publicity Division

Director, B. C. Butler (2479)

Assistant Director, J. Fergus Grant (2186)

News Section—A. H. Newman (6588)

Foreign Trade Service Abroad

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

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

Country	Post Responsible
Algeria	Paris
Angola	Leopoldville
Argentina	Buenos Aires
Australia	Sydney and Melbourne
Austria	Berne
Azores	Lisbon
Bahamas	Kingston, Jamaica
Barbados	Port of Spain
Belgian Congo	Leopoldville
Belgium	Brussels
Bermuda	New York
Bolivia	Santiago, Chile
Brazil	Rio de Janeiro and Sao Paulo
British Guiana	Port of Spain
British Honduras	Kingston, Jamaica
Brunei	Singapore
Burma	Bombay
Canal Zone	Bogotá, Colombia
Canary Islands	Lisbon
Ceylon	Bombay
Chile	Santiago
China	Shanghai
Colombia	Bogotá
Costa Rica	Guatemala City
Cuba	Havana
Cyprus	Cairo, Egypt
Czechoslovakia	Berne
Denmark	Oslo, Norway
Dominican Republic	Havana, Cuba
Ecuador	Lima, Peru
Egypt	Cairo
El Salvador	Guatemala City
England	London and Liverpool
Falkland Islands	Buenos Aires
Federation of Malaya	Singapore
Fiji	Wellington, New Zealand
Finland	Stockholm
France	Paris
French Equatorial Africa	Leopoldville
French Guiana	Port of Spain
French Indo-China	Hong Kong
French Morocco	Paris
French West Indies	Port of Spain
Gambia	London
Gibraltar	Lisbon
Gold Coast	London
Greece	Athens
Greenland	Oslo
Guatemala	Guatemala City
Haiti	Havana, Cuba
Hawaii	Los Angeles
Hong Kong	Hong Kong
Hungary	Berne
Iceland	Glasgow
India	New Delhi and Bombay
Indonesia	Singapore
Iran (Persia)	Cairo
Iraq (Mesopotamia)	Cairo
Ireland	Dublin
Israel	Cairo
Italy	Rome
Jamaica	Kingston

Country	Post Responsible
Kenya	Johannesburg
Leeward Islands	Port of Spain
Libya	Rome
Luxemburg	Brussels
Madagascar	Cape Town
Madeira	Lisbon
Malta	Rome
Mauritius	Cape Town
Mexico	Mexico City
Netherlands	The Hague
Netherlands Guiana	Port of Spain
Netherlands Antilles	Caracas, Venezuela
Newfoundland	St. John's
New Zealand	Wellington
Nicaragua	Guatemala City
Nigeria	London
North Borneo	Singapore
Northern Ireland	Belfast
Northern Rhodesia	Johannesburg
Norway	Oslo
Nyasaland	Johannesburg
Pakistan	Karachi
Panama	Bogotá, Colombia
Paraguay	Buenos Aires
Peru	Lima
Philippine Islands	Hong Kong
Portugal	Lisbon
Portuguese East Africa	Johannesburg
Puerto Rico	Havana, Cuba
Sarawak	Singapore
Scotland	Glasgow
Siam	Singapore
Sierra Leone	London
Singapore	Singapore
South Africa	Johannesburg and Cape Town
South China	Hong Kong
South-West Africa	Cape Town
Southern Rhodesia	Johannesburg
Spain	Lisbon
Spanish Morocco	Lisbon
Sudan	Cairo
Sweden	Stockholm
Switzerland	Berne
Syria	Cairo
Tanganyika	Johannesburg
Tasmania	Melbourne
Trinidad	Port of Spain
Tunisia	Paris
Turkey	Istanbul
Uganda	Johannesburg
United States	Washington, New York, Chicago and Los Angeles
United Kingdom	London, Liverpool and Glasgow
Uruguay	Buenos Aires
Venezuela	Caracas
Wales	Liverpool
Western Samoa	Wellington, New Zealand
Windward Islands	Port of Spain
Yugoslavia	Rome

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

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

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

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

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

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, Edificio Metropòle. 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 America 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. Address for letters: A.P.O. 757, U.S. Army.
Cable address, Canadian Frankfurt/Main

Greece

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

Foreign Trade Service Abroad—*Continued*

Guatemala

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

Territory includes Burma and Ceylon.

Ireland

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

Italy

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

Territory includes Malta, Yugoslavia and Libya.

Jamaica

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

Territory includes the Bahamas and British Honduras.

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 TIGHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

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

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

Singapore

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

Territory includes Federation of Malaya, 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.

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

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

Cable address, Cantracom.

Sweden

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

Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 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 Boylston Street, Boston 16.

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

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

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

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, 8° Piso, Edificio America, Esquina Veroes.

Territory includes Netherlands Antilles.

Foreign Commercial Representatives in Canada

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

Argentina—Representative of the Argentine Institute of Trade Promotion, 31 St. James Street West, Montreal. Telephone—PLateau 8693.

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

F. R. Gullick, Australian Government Trade Commissioner, 643 Hornby Street, Vancouver. Telephone—TAtlow 1177.

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

Bolivia—Roberto Pacheco Iturralde, Consul-General, Room 205, 1434 St. Catherine Street West, Montreal.

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

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

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

Chile—First Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

H. de Vos, Consul, Netherlands Consulate General, Castle Building, 1410 Stanley Street, Montreal. Telephone—PLateau 9682.

A. S. Tuinman, Agricultural Attaché, Netherlands Embassy, 8 Range Road, Ottawa. Telephone—2-4142.

Foreign Commercial Representatives in Canada

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

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

Peru—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 111 Sparks Street, Ottawa. Telephone—2-0626.

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

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

Sweden—Hans Sköld, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

Switzerland—Henri Zoelly, Secretary, Swiss Legation, 5 Marlborough Avenue, Ottawa. Telephone—5-1837.

Louis Scalabrino, Vice-Consul, Room 1521, Sun Life Building, Montreal. Telephone—PLateau 1878.

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

Turkey — Ismail Kavadar, Commercial Attaché, Turkish Embassy, 188 Powell Avenue, Ottawa. Telephone—2-4675.

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

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

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

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

J. Paterson, Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HArbour 2257.

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

H. Oldham, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ADelaide 2174.

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

P. S. Young, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PAcific 4644.

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

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

Yugoslavia—Peter Mangovski, Commercial Counsellor, Yugoslav Embassy, 259 Daly Avenue, Ottawa. Telephone—3-6289.

Canadian Poultry Population Decreased

There were 39,726,500 head of poultry on Canadian farms at December 1, 1948, which was 54·7 per cent of the number on hand at June 1, and 78·4 per cent of those on farms at December 1, 1947. There were 37,169,100 domestic fowl—hens, cocks and chickens—a reduction from December 1, 1947, of 21·4 per cent, and 46·7 per cent from June 1, 1948. The number of hens, including pullets of laying age, increased by 19·4 per cent over June 1, but decreased 18·5 per cent from the preceding December. Pullets, not of laying age, decreased 38·2 per cent in the 12-month comparison and cocks and cockerels by 36·3 per cent.

Turkeys numbered 1,851,700, or 25·8 per cent less than a year earlier; geese at 350,900 were 16 per cent fewer in number; while ducks totalled 354,800, a decrease of 17·3 per cent. Turkeys increased in the Maritimes and British Columbia, while geese increased in Prince Edward Island, Saskatchewan and British Columbia.—*Dominion Bureau of Statistics.*

Associated Agencies Concerned With Development of Foreign Trade

Import Control Branch

No. 1 Temporary Building, Wellington Street, Ottawa

Director General, J. H. Berry (3924)

Import Allotment Division, Director, W. E. McDermott (5861)
Capital Goods Division, Director, Sheldon Ross (5515)
Project Division, Director, Stanley Burke (5541)

Canadian Government Exhibition Commission

479 Bank Street, Ottawa

Director, Glen Bannerman (3558)

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

Assistant Director, F. P. Cosgrove (7818)

Wheat and Grain Division

Director, C. F. Wilson (5648)

Assists foreign governments in purchasing Canadian wheat, flour and other cereals. Maintains constant survey of Canada's grain position. Liaison for Department of Trade and Commerce with Canadian Wheat Board.

Assistant Director, G. N. Vogel (5830)

Canadian Commercial Corporation

No. 2 Temporary Building, 70 Lyon Street, Ottawa

Managing Director, W. D. Low (3736)

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

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

Export Credits Insurance Corporation

107 Sparks Street, Ottawa

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

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

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