

# FOREIGN TRADE

OTTAWA, JULY 2, 1949

*Published Weekly by*  
FOREIGN TRADE SERVICE  
Department of Trade and Commerce

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Four-motored aircraft, *Empress of Vancouver*, which will inaugurate on July 13, 1949, a regular service between Vancouver and Sydney, Australia, via San Francisco, Honolulu, Canton Island and Fiji. Two flights a month are planned on this route, with aircraft having a carrying capacity of thirty-six passengers. A preliminary flight will be made on July 10, the round trip between Vancouver and Sydney being completed in twelve days.

*Photo by Canadian Pacific Air Lines*

Price 10 cents

# Canadian Trade With Afghanistan Restricted to Few Commodities

*Exports during past year valued at only \$42,714—Karachi, in Pakistan, is main port through which goods flow—Trade with U.S.S.R. increasing as result of barter agreement—Substantial reserves of foreign exchange, accumulated during the war, now declining.*

By R. K. Thomson, Assistant Canadian Trade Commissioner in Karachi

(One Afghani equals Canadian \$0.05 approximate)

**K**ARACHI, June 10, 1949.—Afghanistan has a population of approximately 12,000,000 and is comparable in size to the Province of Alberta. It has been described as a mountainous desert with a number of fertile valleys, which contain the main centres of population and agriculture. Except for a dozen towns and cities, the population is located in small pastoral and agricultural villages. There is little industry, and most of this is carried on in the homes, producing carpets and textiles. There are a few small factories producing sugar, textiles, boots and matches. These do not meet the requirements of the country. There are no railways nor navigable waterways in the country, and internal communications depend on some 2,000 miles of all-weather roads. Merchandise is moved to and from the larger centres by road and to the outlying districts by mule and camel caravans.

Karachi, Pakistan, is the main seaport through which the imports and exports of Afghanistan move. Imports into Afghanistan are railed to Peshawar and Quetta, in Pakistan, and thence by the Khyber and Khajak passes by road to Afghanistan. A small amount of trade moves over the Afghanistan-Iran border, but there has been an appreciable increase in trade over the Afghanistan-USSR border. This has resulted from trade agreements between the two countries, which provide for the barter of Afghan wool for Russian sugar, petroleum products, textiles, iron and steel and certain building materials.

The capital of Afghanistan and the principal commercial centre of the country is Kabul. The languages of the country are Pushto and Persian, the latter being usually employed for commercial correspondence.

The principal export of Afghanistan is the Karacul lambskin, which has, in the past, produced some 55 per cent of the country's foreign exchange of an annual value of approximately \$12,000,000. Exports of fruit and nuts have accounted for approximately 30 per cent of the country's annual exports, while the balance consists of raw cotton, carpets and wool.

## Canada's Trade with Afghanistan Small

Canada's exports to Afghanistan during 1948 amounted to \$42,714, compared with \$36,101 in 1947. The larger items consist of motor vehicle casings, sewing-machines, storage batteries and kraft paper. Canada's trade figures for 1948 do not indicate the importation of any Afghanistan products, but it is possible that certain commodities may have been imported indirectly.

Afghanistan's principal imports include tea, sugar, spices, petroleum products and textiles. Other imports consist of cement, chemicals, drugs, glass and glassware, hardware, metals and machinery. The importation of certain commodities, such as motor vehicles, sugar and petroleum products, are regarded as government monopolies, but are not, however, administered directly by the government. The remaining imports are handled by importers in Afghanistan and Pakistan.

The Bank Millie Afghan plays an important role in the foreign trade of Afghanistan through its branches in Pakistan, India, London, Berlin and the United States. These foreign branches act as representatives for the bank's shareholders and for private concerns acting as forwarding and commission agents.

#### **Substantial Reserves of Foreign Exchange Built Up During the War**

Due to high prices in the United States for karacul skins during the war, the government of Afghanistan was able to build up substantial reserves of foreign exchange. This position has changed quite considerably, due to a decrease in the price of karacul skins, accounted for by increasing competition from the Union of South Africa and the U.S.S.R. In addition, Afghanistan has lost some of her important markets in India for fruits and nuts, due to transportation difficulties between Pakistan and India.

At the end of the war, Afghanistan entered into large contracts with a United States firm of contractors for the construction of roads, dams and irrigation projects. The development schemes undertaken by this American engineering firm have broken much new ground in Afghanistan but, as anticipated, their cost has been considerable and the kingdom's foreign exchange position, so favourable in 1946, is now receiving closer attention by the government. Through the presence in Afghanistan of offices of these contractors, a variety of United States goods has been introduced and sold in the past few years. It is maintained that sales in Afghanistan are more readily effected by personal visits to Kabul and Kandahar than by correspondence, particularly in the present period of scarce foreign exchange.

#### **Long-range Plans Under Consideration**

The government of Afghanistan is considering a number of plans to solve this difficult foreign exchange problem. Most of these, however, are of a long-range character, and include the reduction of expenditures on non-essential goods, the encouragement of sugar-beet cultivation, handicrafts, cottage industry and the development of the mineral resources in that country. These mineral resources have not been adequately explored, but are said to consist of chrome, talc, lead and zinc ores, and possibly oil. Other projects under consideration are the establishment of weaving and textile mills, a large modern cement factory and hydro-electric power plants.

#### **CANADA PRODUCES**

Illustrated brochure, prepared for distribution at the British Industries Fair, in 1949, is obtainable for 25 cents a copy from the King's Printer, Government Printing Bureau, Ottawa.

# Canadian Trade With Ireland Not Affected by Recent Legislation

*Preferential rates will continue to be accorded—products interchanged between the two countries—Government efforts to expand production and exports meeting with success—ERP allocations a valuable contribution—Balance-of-payments position improved.*

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

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

**D**UBLIN, May 5, 1949.—Canadian exports to Ireland continue to enjoy, under trade agreements, the preferential rates accorded products of the United Kingdom, and exports from Ireland still enjoy the Commonwealth preference. Although the position of this country was clarified by her decision to sever connections with the Commonwealth on April 18, 1949, her trading position is unlikely to be affected.

Efforts of the government to restore the country's balance of trade, to increase production and to provide more employment have met with a measure of success. Trade returns for the first quarter of the current year indicate that raw materials and equipment, obtained under the European Recovery Program, are producing results. Ireland received approximately \$79,000,000 in assistance during 1948-49, and it is expected that allocations from the Economic Co-operation Administration will be reduced to \$64,000,000 in 1949-50.

A substantial proportion of these dollar resources has been expended on machinery and raw material to re-establish the agricultural and other industries, and a steady advance is being made towards a balance between imports and exports. It must be several years before the imports of fertilizers, feedstuffs and seeds, which Ireland has now been able to obtain, will show results in the export figures. Many of the schemes which the government has in hand, such as afforestation and land reclamation, are long-term investments but may nevertheless be regarded as gilt-edged.

## **Government Endeavouring to Expand Exports**

Unceasing efforts are being made by the government to find new markets or to expand existing markets for Irish goods, and government spokesmen constantly exhort producer to increase the supplies available for export. Taxation and the cost of living remain high, but the government has steadily opposed increases in wages and salaries, pointing out that the way to reduce the cost of living is to reduce production costs, an ideal that will be achieved to some extent by the improved equipment and machinery that is being acquired by the use of ERP funds.

Total imports into Ireland during the first quarter of 1948 were valued at £36,829,934, and for the same period in 1949 the value was reduced to £31,561,799. Exports increased from £10,027,452 in the first quarter of 1948 to £12,916,941 in the similar period of 1949. The efforts which the government is making to find new markets for Irish produce and to develop existing markets are reflected in the following figures, which are taken from the official trade statistics covering the period up

to March 31, 1949. Results of the trade agreements signed last year with France and the Netherlands are reflected in increased exports to those countries.

#### Trade, by Principal Countries

	Imports		Exports	
	Jan.-Mar. 1948	Jan.-Mar. 1949	Jan.-Mar. 1948	Jan.-Mar. 1949
Great Britain .....	£ 19,433,267	£ 18,011,730	£ 7,441,212	£ 9,575,348
Canada .....	659,366	398,278	1,448	9,884
United States .....	2,216,133	3,255,481	100,586	68,098
South Africa .....	214,965	47,326	9,253	26,150
Argentina .....	3,127,483	237,825	383	6,954
France .....	323,591	495,140	34,637	63,015
Netherlands .....	507,196	996,753	243,347	381,240

The over-all balance of payments for 1948-49 is expected to indicate a deficit of £ 12,750,000, a considerable improvement over the £ 30,000,000 deficit of 1947. Exports, the value of which is approximately 30 per cent over that for the 1947 period, are about 18 per cent greater in volume, and imports are being carved down as much as possible.

The ECA allocation to Ireland for the 1948-49 program year was \$78.3 million and, with dollar earnings, this would permit Ireland an expenditure of \$91 million. Dollar imports in 1947 were valued at \$134 million, but for the nine months before ECA became effective Ireland was only receiving dollars from the United Kingdom in exchange for sterling at the rate of \$75 million per annum.

Although Ireland's current international accounts are, therefore, coming closer to equilibrium, deficits remain heavy, and government spokesmen have repeatedly urged the necessity for increased production in agriculture and industry, reduction in costs, and restriction in demands for increased wages and public services.

## India Revises Import Policy as Purchases From Soft-Currency Countries Mount

*Open general licence No. XI, which permitted wide range of imports from sterling area and soft-currency countries suspended as market for some commodities becomes glutted—Large portion of sterling releases from the United Kingdom spent.*

By Richard Grew, Commercial Secretary for Canada

**N**EW DELHI, May 25, 1949.—As a result of the Sterling Balance Agreement between India and the United Kingdom, sterling releases to India during the three years commencing July, 1948, were to be at an annual rate of £ 80,000,000 for the first year and £ 40,000,000 for each of the two following years. In the previous agreement that had been in effect, £ 80,000,000 had been released, of which only £ 3,000,000 had been utilized.

At about the time the present agreement came into force, it was becoming increasingly evident that inflation within the country was rapidly approaching a stage where it might get out of control unless strong measures were taken to combat the danger.

One of the measures adopted to counteract the inflationary trend was to liberalize the scope of Open General Licence No. XI to the extent that a very wide range of products, including luxury articles and non-essentials, was permitted to be imported from sterling area and soft-currency countries.

The desired result would seem to have been achieved as far as increased imports were concerned. This is borne out by the fact that by last February—eight months since the commencement of the Sterling Balance Agreement—India had utilized the £ 80,000,000 released for the entire first year of the agreement and has since spent another £ 40,000,000. In other words, India has spent during the first ten months of the agreement the amount that was supposed to cover her requirements for the first two years.

#### **Market Has Become Glutted with Some Commodities**

This very great increase in imports from sterling and soft-currency countries has had the effect that the market for some commodities has become glutted, with a consequent fall in prices even greater than the authorities had anticipated. In fact, many commodities are being sold at less than cost and it is reported that stocks of some imported articles are sufficient to meet the demand for the next twelve to eighteen months. It is only natural that local manufacturers of competing lines have been placed in a difficult position.

In order to overcome this unexpected development, and particularly to bring the utilization of the sterling releases more in line with the terms of the sterling agreement, Open General Licence No. XI was suspended on May 4 and a more restricted Open General Licence No. XV came into force on May 19.

The principal difference between the two open general licences is that, in the latter, imports of luxury items and goods that are considered as non-essential have been excluded.

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#### **Abolition of Resale Price Maintenance Systems Recommended in Britain**

London, June 7, 1949.—(FTS)—Abolition of the collective resale price maintenance systems, operating in this country and based on trade association controls, has been recommended to Parliament. The investigation committee consider, however, that no action should be taken to deprive an individual producer of the power to prescribe and enforce resale prices for goods bearing his brand, provided this power is not used to obstruct the development of particular methods of trading, to impede distribution by another manufacturer of competitive goods, or to deprive the public of improvements in distribution.

The committee also recommend steps to render illegal the application of sanctions which extend beyond the remedies open to individual producers for any breach of price maintenance conditions.

Consultations are to be initiated between the Board of Trade and the principal trade organizations to protect the interests of the consumer, who, it is suggested, must be allowed to reap the benefit of low cost methods of distribution, in particular self-service shops, by way of reduced retail prices.

#### **CANADIANS AS CONSUMERS**

Illustrated brochure, prepared for distribution at the British Industries Fair, in 1949, is obtainable for 25 cents a copy from the King's Printer, Government Printing Bureau, Ottawa.

# New Edition of Canada Year Book Contains Comprehensive Review of Foreign Trade

*Edition, now available for distribution, covers period of between sixteen and seventeen months—Content represents definite swing to more normal peacetime economy.*

**E**IGHTY-SEVEN pages of the "Canada Year Book", the 1948-49 edition of which is now available for distribution, have been devoted to the subject of foreign trade. In addition to a comprehensive general review of the trade position, with particular reference to conditions in 1947, this chapter contains a section on the various government services provided to assist the commercial community in the promotion of foreign trade, analyses of foreign commodity trade, and a summary of external transactions, including a discussion of the Canadian Balance of International Payments.

This edition of the "Canada Year Book" covers a period of between sixteen and seventeen months, as compared with the normal span of twelve months. As it was difficult to maintain printing schedules during the war, there was a steady and cumulative lag in the publication of this book. Planned to appear about mid-year, the situation had become such that the 1946 edition was not available for distribution until early in December, 1946, and the 1947 edition was published on the eve of 1948. In order to place the current edition back on a normal schedule, it was decided to make this a 1948-49 edition, and plan for its completion and distribution during the middle of 1949.

The 1947 edition covered a period during which the difficulties of transition from war to peace were still to the forefront. During the war and postwar years, all available space was required for detailed treatment of the war effort and the reconstruction program. During these years, the "Canada Year Book" carried practically no contributions dealing with normal scientific and other civilian services, such as usually appear in the chapters on physiography, population, vital statistics, education, constitution and government. The period covered by the present volume has been marked by a definite swing to a more normal peacetime economy.

## Reprints of Certain Sections Available

The policy of reprinting certain sections of the "Canada Year Book" has proved increasingly popular, especially with university students and schools of higher education, many thousands of these reprints being sold each year. Those presently available include, under the subject of trade: (a) Review of External Trade, (b) The Canadian Wheat Board, and (c) The Royal Commission on Co-operatives.

In his preface to this volume, Herbert Marshall, the Dominion Statistician, stated that it was edited by A. E. Millward, Director, Canada Year Book Division, assisted by Herbert H. Coulson and the Year Book Staff. Charts, graphs and layouts were made by or under the direction of J. W. Delisle, senior draughtsman of the Bureau.

Cloth-bound copies of the "Canada Year Book" may be obtained from the King's Printer, Government Printing Bureau, Ottawa, for \$2.00 per copy. A limited number of paper-bound copies have been set aside for ministers of religion, bona fide students and school teachers, who may obtain such copies for \$1.00 each on application to the Dominion Statistician, Dominion Bureau of Statistics, Ottawa.

# Greek Industrial Production During April Increased Slightly Over March Output

*Monthly weighted index being 83 compared with 81·5 for previous month—Overall figure raised by substantial increase in electrical power production and distribution.*

By T. J. Monty, Commercial Secretary for Canada

**A**THENS, June 7, 1949.—Industrial production in Greece was slightly higher in April, the monthly weighted index for that month being 83 (1939 equals 100), compared with 81·5 at the end of March. As electrical power production and distribution shows an index of 200 for the Athens and Piraeus area, this weighs heavily in the overall index. Excluding electrical power production, however, the index of industrial production proper stood for April at 74 per cent of the 1939 production. The index for the following industries showed an appreciable increase in production over 1939:

## Index for Selected Industries

	Per Cent
Steel .....	145
Aluminum manufactured products .....	200
Copper manufactured products .....	130
Artificial silk .....	263
Alimentary pastes (macaroni) .....	110
Beer brewing .....	145
Yeast .....	140
Sheet glass .....	125
Drugs and pharmaceuticals .....	140
Cigarettes .....	152
Electrical power production and distribution, Athens-Piraeus area..	200
Electrical power production and distribution, in the provinces ....	120
Electrical household appliances .....	100

On the other hand, the ore mining industry still stands at 12 per cent, by reason of the state of insecurity still prevailing in mining districts, while the mining of lignite has risen to 80 per cent. The hat industry, which was an important wear apparel industry in Greece prior to the war, is only functioning at 35 per cent of its prewar level.

## Indexes of Greek Industrial Production

April, 1949

	Percentage of
(a) Industrial production:	1939
Metallurgical .....	72
Metal working (including steel producing industries) .....	61
Building materials .....	80
Textiles .....	75
Foodstuffs .....	76
Chemicals .....	71
Leather tanning .....	70
Paper .....	85
Wearing apparel .....	35
Woodworking .....	40
Cigarettes .....	152
Electrical power and appliances:	
Electric power production and distribution .....	175
Electrical household appliances .....	100
(b) Mining production:	
Ore mining—lignites .....	15
Monthly weighted index of industrial production .....	83
Monthly weighted index of mining production .....	15

## Canadian Exports, by Areas

GEOGRAPHIC AREAS	May			January—May		
	1938	1948	1949	1938	1948	1949
<b>COMMONWEALTH COUNTRIES</b>						
(Millions of Dollars)						
United Kingdom and Europe.....	28.1	86.3	73.7	137.5	309.5	280.3
America.....	2.1	11.6	5.4	8.0	44.4	29.1
Africa.....	1.5	8.6	13.8	7.8	32.2	34.2
Asia.....	0.8	4.4	9.4	4.0	17.3	51.9
Oceania.....	3.5	5.2	3.0	19.6	20.4	16.8
<b>TOTAL COMMONWEALTH COUNTRIES</b>	<b>36.1</b>	<b>116.0</b>	<b>105.3</b>	<b>177.0</b>	<b>423.8</b>	<b>412.3</b>
<b>FOREIGN COUNTRIES</b>						
United States and Possessions.....	20.5	115.4	122.5	98.6	538.6	582.3
Latin America.....	1.7	13.2	11.9	7.7	48.3	48.4
Europe.....	5.8	30.7	25.0	22.3	120.9	87.0
Other Foreign Countries.....	2.9	6.9	8.4	15.5	35.0	39.4
<b>TOTAL FOREIGN COUNTRIES</b>	<b>30.9</b>	<b>166.3</b>	<b>167.7</b>	<b>144.1</b>	<b>742.8</b>	<b>757.2</b>
<b>TOTAL DOMESTIC EXPORTS</b>	<b>67.0</b>	<b>282.3</b>	<b>272.9</b>	<b>321.1</b>	<b>1,166.6</b>	<b>1,169.6</b>

## Canadian Exports, by Countries

Country	May			January—May		
	1938	1948	1949	1938	1948	1949
<b>COMMONWEALTH COUNTRIES</b>						
(Thousands of Dollars)						
<b>Europe:</b>						
United Kingdom.....	27,889	85,058	72,403	135,332	305,201	274,887
Gibraltar.....	217	1,177	962	1,989	3,749	3,547
Ireland.....	1	2	.....	2	3	262
Malta.....	21	52	315	189	548	1,620
<b>TOTAL EUROPE</b>	<b>28,128</b>	<b>86,289</b>	<b>73,680</b>	<b>137,512</b>	<b>309,501</b>	<b>280,316</b>
<b>America:</b>						
Newfoundland.....	725	5,168	.....	2,504	18,537	a 9,229
Bermuda.....	155	429	470	528	1,839	1,780
Barbados.....	82	659	698	385	2,192	2,338
Jamaica.....	476	1,796	1,210	1,818	6,934	3,634
Trinidad and Tobago.....	329	1,425	1,486	1,392	6,668	5,755
Bahamas.....	163	463	230	766	1,891	1,053
Leeward and Windward Islands.....	37	672	626	107	2,333	2,126
British Honduras.....	132	47	42	542	324	230
British Guiana.....	.....	896	659	.....	3,651	2,904
Falkland Islands.....	.....	.....	1	.....	.....	5
<b>TOTAL AMERICA</b>	<b>2,099</b>	<b>11,555</b>	<b>5,422</b>	<b>8,042</b>	<b>44,369</b>	<b>29,054</b>
<b>Africa:</b>						
Northern Rhodesia.....	1,301	30	116	6,516	146	256
Union of South Africa.....	.....	7,815	12,889	.....	27,473	30,318
Other British South Africa.....	.....	1	2	.....	2	5
Southern Rhodesia.....	108	87	483	574	1,006	1,281
Gambia.....	2	.....	.....	10	19	1
Gold Coast.....	26	116	102	43	764	644
Nigeria.....	7	117	14	30	406	894
Sierra Leone.....	24	45	31	86	499	r20
Other British West Africa.....	.....	.....	.....	.....	.....	.....
Anglo-Egyptian Sudan.....	3	9	8	190	37	21
British East Africa.....	66	336	150	361	1,874	689
<b>TOTAL AFRICA</b>	<b>1,537</b>	<b>8,556</b>	<b>13,795</b>	<b>7,810</b>	<b>32,226</b>	<b>34,229</b>

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

Newfoundland foreign trade included from April 1, 1949: May—\$5.1 million; April-May, \$5.2 million.

(a) January-March, 1949.

Canadian Exports, by Countries—Continued

Country	May			January—May		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES—Con.						
(Thousands of Dollars)						
<b>Asia:</b>						
India.....	248	2,231	3,457	1,336	8,444	36,122
Pakistan.....		29	4,526		137	8,914
Burma*.....	33			79		
Ceylon.....	28	235	226	96	787	1,111
Aden.....	7	207	6	46	440	33
Malaya.....	222	925	731	1,330	3,509	2,693
Other British East Indies.....	1	8		3	8	1
Hong Kong.....	241	536	481	1,099	3,144	2,991
Israel†.....	6	217		36	829	
<b>TOTAL ASIA.....</b>	<b>786</b>	<b>4,388</b>	<b>9,427</b>	<b>4,025</b>	<b>17,298</b>	<b>51,865</b>
<b>Oceania:</b>						
Australia.....	2,486	3,216	1,436	13,207	12,985	12,018
New Zealand.....	1,000	1,838	1,513	6,213	7,027	4,724
Fiji.....	15	130	25	157	390	82
Other Oceania.....	1	31		42	38	15
<b>TOTAL OCEANIA.....</b>	<b>3,502</b>	<b>5,215</b>	<b>2,974</b>	<b>19,619</b>	<b>20,440</b>	<b>16,839</b>
<b>TOTAL COMMONWEALTH COUNTRIES.....</b>	<b>36,052</b>	<b>116,004</b>	<b>105,299</b>	<b>177,010</b>	<b>423,833</b>	<b>412,304</b>
FOREIGN COUNTRIES						
<b>United States and Possessions:</b>						
United States.....	20,441	114,711	121,199	97,960	536,264	577,004
Alaska.....	7	26	86	39	92	391
American Virgin Islands.....	3	11	2	12	53	48
Hawaii.....	73	504	502	460	1,375	3,308
Puerto Rico.....	18	148	654	103	674	1,487
United States Oceania.....		17	7	3	142	92
<b>TOTAL UNITED STATES AND POSSESSIONS.....</b>	<b>20,542</b>	<b>115,417</b>	<b>122,450</b>	<b>98,577</b>	<b>538,600</b>	<b>582,330</b>
<b>Latin America:</b>						
Argentina.....	493	3,231	79	1,840	8,667	1,561
Bolivia.....	7	76	105	39	374	561
Brazil.....	470	2,387	1,530	1,635	8,955	8,048
Chile.....	68	335	388	303	1,207	1,472
Colombia.....	80	543	984	428	4,200	3,873
Costa Rica.....	14	91	109	48	407	735
Cuba.....	52	843	1,362	397	4,250	5,881
Dominican Republic.....	8	315	112	228	972	852
Ecuador.....	4	61	138	19	368	740
El Salvador.....	3	80	110	19	458	355
Guatemala.....	13	165	101	53	623	488
Haiti.....	7	109	71	39	639	782
Honduras.....	33	84	36	89	261	314
Mexico.....	142	2,210	2,653	1,252	7,118	6,306
Nicaragua.....	3	56	60	49	253	287
Panama.....	36	224	2,142	158	1,002	6,778
Paraguay.....	2	10	8	5	49	50
Peru.....	78	204	310	396	1,116	1,772
Uruguay.....	10	785	398	111	1,415	1,275
Venezuela.....	143	1,417	1,156	621	5,940	6,318
<b>TOTAL LATIN AMERICA.....</b>	<b>1,666</b>	<b>13,226</b>	<b>11,852</b>	<b>7,729</b>	<b>48,274</b>	<b>48,448</b>
<b>Europe:</b>						
Albania.....		1		5	39	
Austria.....		340	726	8	2,277	2,608
Belgium and Luxemburg.....	559	1,946	5,399	2,060	13,285	13,880
Bulgaria.....	3		5	6	93	22

\*See Foreign Countries from January 1, 1948.

†See Foreign Countries from January 1, 1949.

## Canadian Exports, by Countries—Concluded

Country	May			January—May		
	1938	1948	1949	1938	1948	1949
FOREIGN COUNTRIES—Con.						
(Thousands of Dollars)						
<b>Europe:—Con.</b>						
Czechoslovakia.....	327	2,245	447	938	8,429	1,594
Denmark.....	43	328	307	186	1,362	2,309
Estonia.....				1		
Finland.....	26	309	97	129	1,339	286
France.....	670	6,541	6,337	3,368	26,095	17,820
Germany.....	1,345	2,387	4,942	5,133	5,328	13,892
Greece.....	208	787	100	398	5,653	930
Hungary.....		11	5	1	422	61
Iceland.....	4	351	17	6	1,182	670
Italy.....	116	2,891	1,323	591	12,492	4,586
Latvia.....	94			152		
Lithuania.....	66			67		
Netherlands.....	721	5,081	1,057	3,349	17,449	5,173
Norway.....	944	2,976	969	2,947	8,764	6,268
Poland.....	56	259	84	425	2,164	182
Portugal.....	14	279	998	63	1,039	4,257
Azores and Madeira.....			3	1	63	41
Roumania.....	2	35	6	22	152	58
Spain.....		129	18	19	351	139
Sweden.....	422	1,578	563	1,639	4,120	2,213
Switzerland.....	66	2,039	1,533	267	8,117	9,857
U.S.S.R. (Russia).....	143	25	2	531	82	28
Yugoslavia.....	1	156	44	4	641	159
<b>TOTAL EUROPE.....</b>	<b>5,830</b>	<b>30,694</b>	<b>24,982</b>	<b>22,316</b>	<b>120,938</b>	<b>87,033</b>
<b>Other Foreign Countries:</b>						
Afghanistan.....		8			24	2
Arabia.....			466			2,132
Belgian Congo.....	6	213	218	44	755	1,185
Burma*.....		9	2		87	42
China.....	223	2,676	513	1,065	14,526	5,720
Greenland.....			1		23	9
Egypt.....	54	15	324	141	3,218	3,103
Ethiopia.....		16	2		37	25
French Africa.....	221	142	172	263	1,482	1,776
French East Indies.....	3	20	52	11	253	136
French Guiana.....	2	26	2	3	82	2
French Oceania.....	4	12	16	39	24	99
French West Indies.....	12	183	5	60	496	19
Madagascar.....	1	8	30	4	341	52
St. Pierre and Miquelon.....	20	151	118	66	462	423
Iran.....		40	741	38	223	1,229
Iraq.....	3	170	75	24	642	323
Transjordan.....			1			133
Tripoli.....			6		1	11
Other Italian Africa.....						
Israel†.....	87	827	420	325	2,865	2,767
Indonesia.....			1,610			4,608
Japan.....	1,175	371	297	9,789	1,690	1,528
Korea.....					10	18
Liberia.....	4	20	18	12	54	62
Morocco.....	5	72	112	39	415	477
Netherlands Guiana.....	21	294	167	90	1,000	895
Netherlands Antilles.....	2	59	66	15	322	339
Philippine Islands.....	132	287	1,348	684	3,143	5,160
Portuguese Africa.....	179	1,045	171	823	1,863	1,545
Portuguese Asia.....		1	25		39	145
Siam.....	2	81	61	9	187	285
Canary Islands.....			5		1	21
Spanish Africa.....		2			41	10
Syria.....	3	43	103	27	161	2,659
Turkey.....	746	151	1,222	1,903	529	2,496
<b>TOTAL OTHER FOREIGN.....</b>	<b>2,905</b>	<b>6,942</b>	<b>8,369</b>	<b>15,474</b>	<b>34,996</b>	<b>39,436</b>
<b>TOTAL FOREIGN COUNTRIES.....</b>	<b>30,946</b>	<b>166,280</b>	<b>167,650</b>	<b>144,096</b>	<b>742,809</b>	<b>757,248</b>
<b>TOTAL DOMESTIC EXPORTS.....</b>	<b>66,998</b>	<b>282,283</b>	<b>272,948</b>	<b>321,106</b>	<b>1,166,642</b>	<b>1,169,552</b>

\*See British Countries prior to 1948.

†See British Countries (Palestine) prior to 1949.

# Economic Conditions in Jamaica Quite Favourable Last Year

*National income higher as result of increased domestic production and higher prices for some commodities—Peak investment period passed but British investors still interested—Foreign trade at new high level—Transportation facilities expanded.*

By M. B. Palmer, Canadian Government Trade Commissioner

**K**INGSTON, May 14, 1949.—Increased local production, principally of sugar, and slightly higher prices for some commodities were important factors contributing to a satisfactory rise in Jamaica's income in 1948, according to recent surveys of the Central Bureau of Statistics. Business conditions generally may be regarded as quite favourable.

Wholesale and retail merchants report sales figures to be higher or at least equal to those for the preceding year but, on the other hand, there has been a noticeable slowing down in collections, which may be attributed to the fact that many merchants have over-bought and not to a decline in the amount of money in the hands of the public

Merchandise for all essential purposes appears to be in fairly plentiful supply, but the bulk of this is of sterling area origin, the restrictions applying to imports from hard-currency countries, apart from those of essential foodstuffs, still remaining in full effect; in fact, they are now more stringent in some cases than heretofore. While some months ago a token release of dollars for imports from hard-currency countries was announced, this will have little effect on the over-all situation. There are indications that the local market may become over-supplied with new motor cars, all of British manufacture, and also with hardware and other types of merchandise.

## Investment Peak Passed

Although a year ago there was a substantial inflow of capital from the United Kingdom and other sterling-area countries for investment in real estate and in business, the peak appears to have been passed. Nevertheless, there are indications that British investors are still greatly interested in finding employment for surplus funds in Jamaica. There have been a few large property deals lately, and real estate continues to change hands at high values, as has been the case for the past several years.

The building trade is active in the construction of residences and properties for business and industrial purposes. Construction of the new textile plant of Ariguanabo Company (of Jamaica) Limited is progressing, construction of the plant of the newly-formed Caribbean Cement Company Limited will probably be under way very shortly, and numerous other concerns are enlarging or remodelling their premises. The new sugar mill of the West Indies Sugar Company Limited, reported to have cost approximately £1,500,000, began production about April 1.

Jamaica has had a satisfactory tourist season, which is now drawing to a close, and it is estimated that the income from this source is considerably greater than in the preceding year. The number of visitors from Canada increased, due to the travelling facilities provided by Trans-Canada Air Lines. A considerable volume of advertising is being devoted toward promoting a summer tourist trade.

Although there has been some reduction in the cost of flour and other basic foodstuffs imported from the north, there has been no noticeable decline as yet in living costs. Comparative cost-of-living index figures supplied by the Central Bureau of Statistics are: March, 1947, 185.25; March, 1948, 214.88; January, 1949, 247.25; February, 1949, 248.80; and March, 1949, 248.50. Until such time as goods from dollar areas may be imported more freely, any reduction in living costs is likely to be slow.

#### Foreign Trade at New High Level

Jamaica's trade during 1948 reached a new peak value of £ 31,100,000, of which £ 19,700,000 was accounted for by imports and £ 11,400,000 by exports. The trend in values and percentages of exports and imports, by countries, in 1947 and 1948, with comparative figures for the prewar year 1938, is shown in the following tables:

#### Comparative Values of Exports

	1938		1947		1948	
	F.o.b. Value	Per Cent of Total	F.o.b. Value	Per Cent of Total	F.o.b. Value	Per Cent of Total
United Kingdom .....	£ 2,914	59.0	£ 7,873	79.0	£ 8,331	75.0
Canada .....	1,309	26.6	1,254	13.0	1,902	17.0
United States .....	181	3.6	275	3.0	360	3.0
Other countries .....	522	10.8	537	5.0	562	5.0
Total .....	£ 4,926	100.0	£ 9,939	100.0	£ 11,155	100.0

#### Comparative Values of Imports

	1938		1947		1948	
	C.i.f. Value	Per Cent of Total	C.i.f. Value	Per Cent of Total	C.i.f. Value	Per Cent of Total
United Kingdom .....	£ 7,658	39.0	£ 3,796	20.0	£ 2,109	32.5
Canada .....	3,597	18.0	5,410	28.0	1,014	15.6
United States .....	3,880	20.0	6,378	34.0	1,359	21.0
Other countries .....	4,565	23.0	3,359	18.0	2,003	30.9
Total .....	£ 19,700	100.0	£ 18,943	100.0	£ 6,485	100.0

#### Budget Surplus Anticipated for 1948-49

The final accounts for the financial year 1947-48 showed a surplus of £ 890,217, with revenue at £ 9,300,497 and expenditure at £ 8,410,280. The accumulated surplus balance at March 31, 1948, was £ 2,518,803, which, after deducting net depreciation of £ 11,303 on investments held on behalf of the reserve fund, gave a general revenue balance of £ 2,507,500.

The revised estimate of expenditure for 1948-49 is £ 10,347,086, and the revised figure for revenue is £ 9,581,369, showing an estimated deficit of £ 765,717. With the accumulated surplus balance of £ 2,507,500 from 1947-48, the anticipated surplus balance at March 31, 1949, is £ 1,741,783.

The Colony's public debt at March 31, 1949, stood at £ 11,192,189, against which the accumulated sinking fund amounts to approximately £ 2,344,603.

The Department of Agriculture continued its program of experimental work at agricultural stations and sub-stations, comprising such features as plant and animal inspection and quarantine services, prevention and control of diseases, improvement in the quality of livestock, artificial insemination centres, development of the poultry industry, research in immune varieties of bananas to Panama disease and the coconut "unknown disease", citrus expansion, coffee rehabilitation, cacao propagation; forage and fodder grasses and legumes extension, soil fertility in rotation of food crops, fertilizer investigation with special reference to tobacco and Irish potatoes, and the supplying of tractors and implements under a farm implements scheme.

## Department of Commerce and Industries Active

The Department of Commerce and Industries continued to be an important factor in the economy of the Island by bulk-purchasing several crops for export and by offering government guaranteed minimum prices for certain crops for domestic consumption.

Among the export crops are bananas, for which a new five-year purchasing contract, beginning January 1, 1949, was signed by the British Ministry of Food at the same price of £32 per ton, f.o.b., for the current year, subject to review for each of the remaining years. The Ministry will purchase the entire exportable surplus, but Jamaica retains the right to market 15 per cent elsewhere. Exports during 1948 numbered 6,135,056 stems as against 5,627,379 stems in 1947 and 27,000,000 in 1937.

The Ministry of Food also takes the Jamaican exportable coffee surplus, except small parcels which go to Barbados, most of the fresh citrus fruit and all the citrus pulp and citrus juice concentrate. Of the 1948-49 citrus fruit export estimate of 400,000 boxes, 100,000 boxes go to New Zealand. The f.o.b. contract prices per box are: oranges, 18s; Marsh seedless grapefruit, 16s. 6d.; seeded grapefruit, 14s. For shipments to New Zealand the prices are: oranges, 20s.; and seeded grapefruit, 18s.

Cocoa, which is still under International Emergency Food Committee allocation, has gone to Canada, last year's exports amounting to 1,800 tons.

This department exported 2,138 tons of pimento during the year to North America, Europe, South Africa and Australia at a price of 104s. 6d. per ton, f.o.b. Kingston. Likewise, the honey crop of the Bee Farmers' Association was sold to the United Kingdom.

The United Kingdom market for cigars and rum is depressed, owing to large accumulation of stocks, while the expansion of minor crop exports in promising items such as mangoes, limes, avocado pears and pineapples is being vigorously pursued by the department.

### Tomatoes a Major Export Item

Tomatoes are becoming a major Jamaican export crop. The United Kingdom market is no longer restricted and accepts quantities of the Potentate variety, while Canada and the United States are regarded as promising prospects for the Marglobe variety. The growth of the industry is exemplified by the following export figures:

Exports of Tomatoes		
	Lbs.	£
1946 .....	126,973	1,734
1947 .....	1,208,005	18,385
1948 (Jan.-Sept.) .....	4,135,493	69,898

The Department of Commerce and Industries operated a corn-meal factory, and during the year purchased 7,337 tons of corn (of which 4,406 were imported). A total of 4,753 tons was used in the manufacture of 96,340 half-bags of cornmeal, thereby producing 202 tons of corn bran and 14 tons of gluten meal as by-products. In conjunction with this factory, a feed-mixing plant utilizes the corn offal and coconut meal, the latter is obtained as a by-product in the manufacture of coconut oil, and adds imported concentrates in the production of feedstuffs.

The department is the sole sales agent for the Jamaica Poultry and Farmers Co-operative Limited, and during the year attained the record sales figure of 103,000 dozen eggs at an average selling price of 3s. 5d. a dozen.

A sum in excess of £20,000 has been provided for setting up a canning plant to preserve many varieties of locally grown fruit and vegetables.



**Jamaica—Kingston, terminus of steamship services from Canada, which has been handicapped by the lack of warehouse accommodation and of wharves long enough to berth vessels at present using the port. These conditions are being remedied by the construction of a new loading berth.**

Its operation would result in making available during periods of scarcity large supplies of locally grown foodstuffs which now go to waste during glut periods.

Although the revenue of the Jamaica Government Railway is higher than before the war, expenditure, despite operating economies, is about two and a half times greater. Operation showed a deficit of £53,092 for the year, due to the high cost of fuel and materials, the heavy grades and low density of traffic.

There was a steady increase in air traffic during the year. Eight scheduled airlines conducted 3,480 flights and, in addition, there were 1,044 flights by 28 non-scheduled commercial aircraft, 52 by private and 477 by military aircraft, or a total of 5,053 flights operated through the Palisadoes airport, Kingston. The Montego Bay airfield, open to limited international traffic under the supervision of the Civil Aviation Department, recorded 269 flights by various airlines to and from foreign ports and 283 internal flights.

Alighting areas for flying boats are maintained at Grand Cayman, Little Cayman and Cayman Brac Islands, while a small landing strip is usable by light aircraft at Turks Island, and an emergency field is available on South Caicos Island.

#### **Shipping Volume Increased**

The volume of shipping calling at the various ports continues to improve as a result of the establishment of new services, the resumption of others suspended during the war period, and the improvement in services already in operation.

The port of Kingston has been handicapped by the lack of warehouse accommodation and of wharves long enough to berth the vessels which are at present using the port. However, steps to correct both conditions are now well advanced. A new loading berth is under construction at Harbour Head for the export of raw gypsum and gypsum manufactured products.

*H.M.S. Duke of York*, which visited Kingston during November is, in terms of draft, length and beam, the largest vessel ever to have entered the port.

Various improvements have been made to the navigation aids at the outports, including the establishment of two sets of illuminated range beacons at Montego Bay, which have proved of great assistance to shipping.

The buoy tender *M.V. Lady Huggins* continues to render excellent service, not only in connection with the servicing of navigational aids, but also as a passenger tender.

During the year there was little change in the policy followed by the Jamaica Defence (Finance) Board. However, there was a considerable increase in the number of local residents who applied for and were granted exchange facilities to enable them to settle abroad.

The Colony's dollar deficit for 1948 was \$20,600,000, representing a reduction of approximately \$19,000,000 as compared with the deficit for the previous year. This substantial reduction was due almost entirely to the strict enforcement of restrictions and is not the result of any additional dollar earnings by the Colony.

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## Rich Harvest Expected This Season By Greek Sponge Fishing Industry

*Fishing boats brought in 105,000 okas of sponges, valued at \$2,000,000, during past year, more than half of which were obtained from the Dodecanese—Take was about 40 per cent less than in 1947, since boats left for fishing grounds in June instead of April.*

(One oke equals 2,756 pounds)

By T. J. Monty, Commercial Secretary for Canada

**A**THENS, April 19, 1949.—Greek fishing boats brought in 105,000 okas of sponges, valued at \$2,000,000, during the past year, more than half of this quantity having been obtained from the Dodecanese. This take was about 40 per cent less than in 1947, due to the fact that the boats left for the fishing grounds only in June, whereas they usually leave about the middle of April. The present season is expected to produce a rich harvest, the fishing grounds having been untouched during the period of hostilities.

The chief prewar sponge markets were Great Britain, Germany, the Scandinavian and other European countries. North America purchased only sponges of exceptionally high grade, as their entire requirements of other grades were supplied by local fisheries. However, a sharp decline in the number of sponges fished by the United States has caused development of an extensive postwar trade in Greek sponges. Sales to Great Britain have dropped by 33 per cent, due to the imposition of a luxury tax, but this situation has been offset by purchases of considerable quantities by various industries in the Western Zone of Germany. To facilitate the

sale of sponges in foreign markets, many Greek exporting firms for years have maintained either wholesale agencies or dealers abroad. Other Greek merchants deal directly with the large European and North American firms which import sponges. The British market usually purchases sponges which are chemically cleaned, bleached and graded in wooden boxes, the contents being well known to the purchaser. All of the other markets obtain their supplies in the natural state, but shorn and stoned, or delivered packed in bundles of from 10 to 30 kilos. Prices obtained for first-quality sponges, delivered in their natural state, were 50 per cent more than those of last year. However, despite this price increase, captains from the Islands of Hydra suffered fairly heavy losses.

#### Landed Price of Sponges

Fishing Area	1948	(Per oke)	1949	(Per oke)
	Drachmae	\$	Drachmae	\$
Benghazi .....	235,000	(27)	350,000	(35)
Southern Crete .....	200,000	(23)	310,000	(31)
Northern Crete .....	180,000	(21)	280,000	(28)
Greek Islands .....	160,000	(18)	265,000	(26.5)

The sponge is a species of aquatic animal of low order, with pores in the body wall, and resembles a plant. The skeleton consists of very elastic fibres. Sponges are found in temperate and warm seas, especially the Aegean, and off the shores of Asia Minor, Syria, North Africa and Dalmatia. The chief sponge areas are the Mediterranean Sea (within the basin formed by the Tunis-Adriatic Seas, Syria, Egypt, Libya and Cyrenaica), the Gulf of Mexico, the coast of Florida, the Red Sea, the Persian Gulf, the Bahama Islands and the Philippine Islands. The present value of sponges gathered in the Mediterranean represents more than half of world production.

The sponge fishing season in the Eastern Mediterranean basin commences about the middle of April, and continues until about the end of October. Kalymnos Island, in the Dodecanese, is the main centre of the sponge trade, handling more than half of the total sponges fished in this area. This small island was held by the Italians, until ceded to Greece together with the other islands of the Dodecanese under the terms of the peace treaty with Italy. At present there are between 16,000 and 17,000 inhabitants, all Greek, but about 30 years ago the population exceeded 25,000, many thousands having left the island during the foreign occupation.

#### Sponge Fishing Provides Livelihood for Many Greeks

Sponge fishing is an important branch of Greek production and is the livelihood of most of the inhabitants of the Greek islands engaged in this industry. It had developed, without state protection, to the point of supplying a large portion of the world market, thus bringing foreign exchange into the country. The Greek Government decided in 1937 that, since the industry had attained such importance, state intervention was necessary to assure the safety and health of the divers, and their economic status through contractual relations between the sponge-fishing companies and the divers and crews of the sponge-fishing boats. It therefore passed a law governing the conditions and employment of divers and crews in general, and imposed various measures which assisted the development of Greek sponge fishing.

Since the Greeks also fish for sponges outside their own waters, Greek legislation applies wherever this is performed in the open sea, and also to Greek sponge fishers working inside foreign waters. However, in the latter case, this applies only where no special regulations exist which are contrary to the provisions of Greek legislation.

# Clyde Shipyards Maintain Record As Leading Production Area

*Scottish yards account for 37 per cent of United Kingdom output in 1948 as against 38 per cent in 1947—Reduction attributable to continuing scarcity of new materials—Demolition of ships for scrap at record level.*

By J. L. Mutter, Canadian Government Trade Commissioner

GLASGOW, June 3, 1949.—Shipbuilding returns for the past year reveal that more ships were launched from yards on the Clyde than on any other river in the world, 91, of 352,000 gross tons, having entered the waters of this stream in 1948, compared with 96, of 378,000 gross tons, in 1947. There were 54 launchings, of 79,000 gross tons, from yards on the east coast, comparing with 34, of 70,000 gross tons, in 1947. Thirty-seven per cent of all the merchant ships built in the United Kingdom last year were constructed in Scottish shipyards. The reduction in tonnage from 1947 was due to the continued scarcity of raw materials.

Launching figures for the east coast of Scotland varied considerably, those for Aberdeen and Dundee recording an increase over 1947, while those of the Forth and Grangemouth were reduced, due to conditions similar to those on the Clyde. In Scotland, as in the whole United Kingdom, the tonnage of vessels under construction has increased during the postwar period. The following table illustrates the temporary increase in work on hand as compared with 1938, due to the need for replacing war losses.

Merchant Vessels under Construction

End of	No.	Clyde		East Coast	
		Gross Tonnage	No.	Gross Tonnage	No.
1938 .....	72	336,954	23	46,268	
1946 .....	143	621,566	37	87,240	
1947 .....	140	728,073	42	90,996	
1948 .....	141	698,573	44	96,838	

The tonnage of ships completed in Scotland for home and oversea account during 1948 was 495,668, or 40·5 per cent of all completions in the United Kingdom. Their estimated value was £40 millions as compared with 353,700 tons (36·8 per cent of United Kingdom total) with an estimated value of £30 millions in 1947.

## Tanker Construction Greatly Increased

At the beginning of 1948, tankers under construction in British yards accounted for 10 per cent of the tonnage of vessels in the fitting-out basins, 25 per cent of vessels on the stocks, and over 50 per cent of orders on hand but not laid down. By the end of the year they accounted for nearly one-quarter of all vessels in the fitting-out basins, more than one-third of those on the stocks, and almost two-thirds of the tonnage on order but not yet laid down. This same tendency for the proportion of tanker work to grow has been apparent on the Clyde during the last year and a half. It is causing a state of unbalance in the industry, and the almost complete lack of inquiry for high-class passenger and cargo liners, coasters, tramp tonnage and smaller craft generally is a disturbing feature. The receipt of orders for a variety of types is desirable to ensure continuity

of work in all the yards throughout the industry, many of which could not cope with the 20,000-, 24,000- and even 28,000-ton tanker now being ordered. There is a fear that, when work is completed on general tonnage under construction and on order, those yards not participating in the present tanker-building program may encounter difficulty in keeping their expanded labour force employed.

Concern has been expressed also over government restrictions on the acceptance of new orders from abroad, especially from soft-currency areas. The rapid expansion in the demand for oil imposes a severe strain on carrying capacity, and the chartering of British requirements has been a heavy drain on dollar resources. Consequently, the Admiralty has made the chartering of new ships to British companies a condition for the licensing of contracts between foreign shipowners and British builders. On the other hand, as the building capacity of United Kingdom yards exceeds that necessary to meet the requirements of British owners only, the continued prosperity of the industry depends to a considerable extent upon preserving and fostering oversea connections. At the same time, many of the Dominions are extending their shipbuilding facilities; European shipyards are getting into their stride again, and ex-enemy countries are claiming rights in the ship-construction field as an essential part of the re-establishment of their economies, so that Scottish shipbuilders clearly recognize the fact that intensive foreign competition will soon have to be faced.

#### **Steel Allocations Far Short of Requirements**

Scottish shipbuilders complain that their efforts have been hampered by the inadequate quantities of steel allocated to them in the past, and do not consider that the 5 per cent increase in allocations promised for the current year is even nearly sufficient. Some say that, having regard to the record production of the steel industry and the importance to Britain of maritime power, it would not have been unreasonable to expect a 50 per cent increase. It is argued that such an allocation would enable the industry to gear itself up to an annual production figure of 1,500,000 to 1,750,000 gross tons instead of only slightly over 1,000,000 tons as at present, and that costs automatically would be greatly reduced, if only by lightening the load on overheads per ton of new shipbuilding. But restricted supplies of raw materials are not the only cause of the present costs, about which shipowners complain and which shipbuilders themselves acknowledge to be too high. This situation is causing grave concern, and one of its most disturbing features is that present-day costs are greater than those ruling before the war by a larger amount than is justified by advances in prices of materials and in wages which have taken place since that time.

Leading authorities on the industry along the Clyde are convinced that, to a large extent, the adverse costs position has resulted from the reduction of working hours, not only in the shipbuilding industry but throughout its numerous supplying industries. They say that "shorter hours, like higher wages, have to be earned, and there is scant evidence that they are being earned by the increased effort promised in support of their introduction. Incentive bonuses, first introduced in war time and now taken for granted as normal, irrespective of output, must also be earned and justified by accelerated and increased production by everyone of the recipients . . ." if the long-term prospects of the industry are not to be jeopardized.

The short-term prospects appear to be good, some yards holding contracts which will provide work for over two years ahead. It is significant,

however, that Scottish shipyards are no longer experiencing any shortage of labour, and that prospects of future employment, particularly in the finishing trades, are less bright as a result of concentration on tanker construction.

### **Liner Reconversion of Outstanding Importance**

Since 1945, up to 3,500,000 gross tons of shipping have been immobilized and tied up in United Kingdom shipbuilding rivers to await reconditioning, overhaul or repair. Consequently, in the last three years, ship-repairing has been of outstanding importance as a sectional activity of the shipbuilding industry and has assumed an urgency which has qualified it for a higher preference in the allocation of materials than some phases of new building.

A feature of the operations of ship-repairing firms during 1948 has been the restoration of 21 passenger liners, totalling 388,149 tons gross, to owning companies hard pressed to meet demands for transport. As 1949 began, 11 passenger liners of 208,137 tons were still undergoing reconversion. As in other sections of the industry, the Clyde holds the leadership in the amount of reconditioning and repair work completed. In 1948, nine liners of 130,972 tons gross were returned from Clyde yards to their former owners, and an additional seven liners, totalling 117,427 tons gross, are still undergoing the alterations necessary to fit them for peacetime traffic.

It is worth noting, as a comment on current conditions, that the work of reconversion has been taking as long as, if not longer than, the time required for the construction of the liner in prewar days. Two of those at present undergoing reconversion on the Clyde will provide work well into 1950. It appears, too, that the cost of restoring a liner from troop service to peacetime passenger standards is as much as, if not more than, the original cost of her construction in prewar days. One liner, of 20,000 tons, built in 1929 at a reputed cost of about £950,000, is said to have cost more than £1,000,000 to reconvert. In this case, however, new standards of accommodation for both passengers and crew were incorporated in the remodelled ship.

Ships in the course of demolition for scrap on January 1, 1948, in United Kingdom ship-breaking yards and those accepted during the year for scrapping represented a total displacement tonnage of 867,791. Of this total, Scottish ship-breakers are dealing with 510,657 tons, and practically their whole output is absorbed by the Scottish Steel Works.

Consequent upon the elimination from the seas of the navies of enemy countries and the demilitarization of their warship-building potential, a great number of vessels were released for scrapping by the British Admiralty during the year. A large part of the tonnage above indicated represents eight capital ships and one aircraft carrier. These large vessels raised ship-breaking problems not normally encountered in regard to depth of water and quay space, and it is noteworthy that Scottish ship-breakers have berthed and are working on all these deep-draught vessels.

The supply of merchant shipping direct from trading to the ship-breaking yards during the year was below normal, and steps were taken to raise sunken ships, whose tonnage would help to meet the demand for raw materials at the steel works. Attention was given to vessels sunk at Scapa Flow as block ships. Several of these have been raised and delivered, but most have been so badly damaged by the action of grounding and the effects of years of Orkney gales that refloating is impossible. Such ships are being demolished where they are lying across the sounds leading to the Flow, and the scrap is being shipped to destination.

# India Enters Into Bilateral Trade Pacts With European Countries

*Agreements of a temporary nature concluded with countries that are fairly industrialized and need raw materials—Largest value of goods covered by pact with Switzerland—Czechoslovakia, Poland, Finland, Yugoslavia and Hungary sign agreements.*

By Richard Grew, Commercial Secretary for Canada

(One rupee equals 30 cents Canadian)

NEW DELHI, May 28, 1949.—India has entered into several bilateral trade agreements of a temporary character with European countries that are fairly well industrialized and need raw materials available for export in this country. Most of these pacts are of one year's duration. That involving the largest value of goods is with Switzerland, which has undertaken to supply railway coaches and equipment for building machine tools to the value of Rs.16,100,000 during the year ended February, 1950. Other items of export to India will include: heavy electrical equipment, Rs.6,000,000; other capital goods, Rs.10,000,000; electrical and medical apparatus and aluminum foil, Rs.2,000,000; watches, Rs.7,700,000; chemical and pharmaceutical goods, Rs.6,000,000; coal tar dyes, Rs.15,000,000; and textiles, Rs.7,700,000. The total value of the imports is Rs.70,500,000. India's exports to Switzerland will include 14,300 tons of groundnuts, 4,000 tons of groundnut oil, 4,000 tons of linseed oil, 1,000 tons of manganese ore, 500 tons of hessian cloth and 200 tons of coffee, amounting to a total of Rs.18,900,000.

The trade agreement entered into with Czechoslovakia also involves a fairly large amount for a bilateral pact of this nature, the value of the commodities being imported from Czechoslovakia, mostly capital goods, amounting to Rs.33,000,000, and exports from India, consisting of raw jute, manganese ore, oilseeds and oils, sillimanite, hides and skins, pepper, shellac, fibres, mica and tea, amounting to Rs.17,000,000. In addition, Czechoslovakia will make available to India technical personnel for setting up various industries, while India has been able to obtain an assurance that Indian ships will be able to carry a reasonable proportion of the trade between the two countries. The period of this agreement is until the end of 1949, but some of the capital goods will be supplied within 12 months from the date of order.

## **Poland Will Provide Goods Obtained from Hard-currency Areas**

Under the agreement signed last month with the Polish Trade Delegation, then touring the country, India will receive many commodities at present being imported from hard-currency areas, such as newsprint, cement, softwood, and large transformers. Other items of import will be lithopone, coal tar dyes, steel constructions, centrifugal and Worthington pumps, machine tools, textile machinery, miscellaneous tools, water meters, pipes and fittings, zinc sheets and dust, galvanized hardware, furniture fittings, electrical implements and motors of over 30 horsepower, cables, optical instruments and raw film. The total value of imported commodities will amount to approximately Rs.20,000,000. There is also a likelihood of Poland being able to supply reasonable quantities of barley to India.

Exports from India will include raw jute, raw cotton, shellac, mica, myrobolan extracts, canes and rattans, cowhides, groundnuts and oil, black pepper, tea and coir fibre and yarn, amounting to slightly more than Rs.1,000,000. Both governments have agreed to utilize the ships of the two countries as far as possible to carry this trade. Poland has also expressed her willingness to supply railway equipment, and she will be invited in future to tender for the Railway Board's requirements on the same terms as other countries. This trade agreement is also valid for one year.

The values involved in the trade pact entered into with Finland early this month have not been divulged, but in view of the quantities of goods to be exchanged, they would appear to be considerable. Imports from Finland include: newsprint, 12,000 tons; printing and writing paper, 15,000 tons; sulphite woodpulp, 6,000 tons; wooden railway sleepers, 850,000 pieces; and sawn softwood, 10,000 standards. Other articles of import for which quantities are not given are: paper and pulpmaking machinery, woodworking and plywood machinery, boiler plant, electric generators and motors above 30 horsepower, bobbinwood and pre-fabricated houses.

Indian exports will include: jute goods, 1,000 tons; tea, 100 tons; coffee, 200 tons; shellac, 50 tons; tobacco, 200 tons; tanned cowhides, 200 tons; linseed and linseed oil, 3,000 tons; shark liver and other oils, 2,000 gallons; spices, £10,000. Other exports for which quantities are not mentioned will be: coir yarns and matting, rubber tires and manufactures, cotton thread, chemical products such as strychnine, naphthalene and magnesium compounds, and medicinal herbs. Finland has also agreed to give technical assistance to India in building up new and existing industries, especially paper, pulp and plywood manufacture, and wood distillation.

#### **Trade Pacts Signed with Yugoslavia and Hungary**

Two other trade pacts involving Yugoslavia and Hungary also have been signed, the former enabling India to import maize, timber, cement, agricultural tools and non-ferrous metals, as well as small quantities of newsprint, tea-chests, caustic soda and ash, shoe heels and buttons, in return for India's usual exports of jute, tea, cotton and textiles. By the agreement with Hungary, India will receive switchgear, refrigeration plant, diesel and steam engines, transport equipment, lorries and trucks, concrete and asphalt mixing machines, machine tools, pipes and fittings, to the value of Rs.11,000,000, in return for unspecified Indian exports to the value of Rs.2,000,000.

The Government of India is also negotiating trade pacts at present with several non-European countries, including Afghanistan and Iraq, and has just signed a noteworthy bilateral agreement with Egypt. The chief items of import from Egypt, whose total value is estimated at Rs.440,000,000, will be good quality rice, 40,000 tons; cotton, 300,000 bales; rock phosphates, 30,000 tons; gypsum, 120,000 tons; and flax, 6,500 tons. A total of 25 articles has been mentioned in the list of imports from India, amounting to Rs.110,000,000, and comprising: jute goods, 48,000 tons; tea, 2,000 tons; tobacco, 2,000 tons; groundnuts, 4,000 tons; groundnut oil, 4,000 tons; pig iron, 2,800 tons; cutlery, £5,000; electrical goods, £5,000; sanitary-ware, £4,000; rubber goods, £40,000; woollen goods, £10,000; drugs and medicines, £10,000; pottery, £1,000; iron and steel manufactures, including hurricane lamps, hardware, weighing machines and fire extinguishers, £10,000; and various quantities of linseed and castor oil, coffee and hides.

Agreements have also been reached with the Anglo-American zone of Germany, Pakistan, Belgium, U.S.S.R., Austria and Iran, and negotiations are at present taking place with Italy, France, the Soviet zone of Germany, Sweden, Tibet, Thailand, Ceylon and Burma.

#### **Conclusion of Bilateral Agreements Considered Necessary**

The conclusion of these bilateral trade agreements has been welcomed as necessary to the expansion of commercial intercourse and friendly contacts between the countries concerned. At the same time, some doubts have been expressed concerning the tangible advantages that are likely to accrue to India, in view of her urgent economic problems, i.e., the diversion of her demand for foreign goods from hard-currency to soft-currency sources, as well as the achievement of trade equilibrium vis-a-vis individual countries, thus reducing the overall deficit in her balance of payments. Finally, it is important for India to locate new sources of supply for essential imports, and new export outlets for her products.

Among the countries which have offered India essential imports, such as capital goods and raw materials, the quantities involved are considerable only in the case of Switzerland, which is a hard-currency country, and Egypt, which will supply 300,000 bales of much-needed cotton. On the whole, the supplies of essential imports are a small fraction of India's requirements, and her dependence on other sources has not, therefore, been reduced to any extent. The agreements are also unlikely to mitigate the overall deficit in the balance of payments, since a striking feature of most of them is that the values of listed imports are in excess of the listed exports.

In all the agreements that have been made, the principal products that India has agreed to supply are jute, tea and oilseeds, which are the traditional exports of this country at the present time, and which are almost impossible to secure from other sources of supply. In the agreement with Switzerland, India has agreed to take watches for Rs.7,700,000 and textiles for a similar amount, as part of the bargain whereby she may obtain capital goods worth Rs.16,000,000, thus necessitating the issue of import licences for non-essential items on the same pattern as last year, although India's hard-currency deficit has become more acute. Czechoslovakia has stipulated that quantities of glass bangles should be taken in addition to capital goods. It is not known if India insisted on supplying, for instance, jute goods only in conjunction with woollen carpets, Benares lace, sports goods, etc. In the case of Finland and of Egypt, a wider range of products, apart from traditional exports, has been included.

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#### **Canadian Rubber Industry Production Set Record**

Gross value of products turned out by the rubber industry of Canada in 1947 rose to an all-time high of \$196,308,000 as compared with \$159,408,000 in the preceding year, and compares with the previous record figure of \$181,413,000 in 1945.

Sixty plants were in operation in 1947, furnishing employment to 23,475 persons who received \$46,614,000 in salaries and wages as compared with 22,055 employees earning \$37,813,000 in 1946. Ontario employed almost 72 per cent of the persons engaged in the industry and produced over 82 per cent of the entire output, while 28 per cent of total employment and 17 per cent of production was in Quebec.

# Monthly Summary of Foreign Trade

## Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January	62.8	70.3	242.0	230.5	189.1	208.6	235.4	237.0
February	57.4	59.6	227.2	236.4	153.1	179.5	208.3	205.0
March	71.1	73.3	282.7	301.2	178.4	209.0	228.4	216.8
April	48.5	50.9	282.9	312.3	178.5	190.9	212.3	237.8
May	75.6	67.0	308.4	315.2	197.0	267.8	282.3	
June	73.3	66.0	343.2	322.8	166.7	272.7	233.5	
July	74.4	66.2	278.7	282.7	188.7	236.6	250.9	
August	77.1	69.1	257.0	295.0	242.7	221.3	224.1	
September	76.8	72.2	204.6	220.8	169.8	218.6	283.0	
October	91.3	88.2	314.0	227.9	204.2	250.8	307.0	
November	95.0	86.0	312.5	238.6	232.2	253.1	293.9	
December	81.3	68.9	266.9	234.8	211.9	266.2	316.4	
Total	884.5	837.6	3,440.0	3,218.3	2,312.2	2,774.9	3,075.4	896.6

## Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January	44.6	49.7	126.4	129.7	140.3	173.8	206.1	223.8
February	42.9	47.0	138.4	112.4	117.0	177.1	182.2	206.0
March	59.1	65.1	150.8	132.5	139.9	208.9	197.1	235.9
April	45.3	48.9	137.5	133.8	160.8	225.6	226.7	242.7
May	66.1	67.1	159.0	143.8	164.2	240.3	225.1	
June	60.5	58.9	152.5	146.5	157.7	231.1	233.0	
July	57.6	55.8	148.5	138.7	161.6	226.8	225.1	
August	57.9	57.0	157.3	128.1	163.2	204.6	206.5	
September	59.6	56.4	159.7	122.3	156.1	208.1	221.7	
October	68.6	63.9	160.1	134.4	180.4	254.5	243.4	
November	70.1	63.3	141.6	142.4	198.2	229.1	238.2	
December	52.2	44.3	127.2	121.2	181.9	194.2	232.0	
Total	684.6	677.5	1,758.9	1,585.8	1,927.3	2,573.9	2,636.9	908.4

## Balance of Trade with all Countries (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January	+ 19.0	+ 21.8	+ 119.6	+ 104.2	+ 51.0	+ 36.7	+ 33.0	+ 15.2
February	+ 15.3	+ 13.5	+ 90.9	+ 128.0	+ 37.7	+ 4.7	+ 28.1	+ 1.2
March	+ 13.0	+ 9.2	+ 139.2	+ 174.5	+ 40.0	+ 3.0	+ 33.9	+ 16.9
April	+ 4.0	+ 2.6	+ 149.2	+ 184.3	+ 19.5	+ 32.2	+ 11.6	+ 2.4
May	+ 10.6	+ 0.8	+ 211.8	+ 174.9	+ 34.6	+ 30.9	+ 62.4	
June	+ 13.8	+ 7.9	+ 193.5	+ 180.7	+ 11.1	+ 45.3	+ 3.0	
July	+ 17.9	+ 11.4	+ 133.3	+ 147.4	+ 29.6	+ 12.8	+ 28.4	
August	+ 20.3	+ 12.9	+ 101.9	+ 172.5	+ 82.8	+ 20.3	+ 20.0	
September	+ 18.3	+ 16.7	+ 107.6	+ 102.7	+ 15.8	+ 13.4	+ 64.4	
October	+ 23.8	+ 25.3	+ 158.4	+ 98.5	+ 20.2	+ 0.8	+ 66.0	
November	+ 26.2	+ 23.5	+ 175.9	+ 98.8	+ 37.0	+ 26.9	+ 58.2	
December	+ 30.3	+ 25.6	+ 142.9	+ 115.2	+ 32.4	+ 76.7	+ 87.3	
Total	+ 212.5	+ 171.2	+ 1,724.2	+ 1,681.6	+ 411.9	+ 237.8	+ 473.1	+ 3.0

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

### Canadian Exports to the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January	25.5	33.6	94.8	83.2	51.1	50.5	64.9	55.8
February	23.6	27.3	78.2	67.5	37.9	44.9	51.7	44.1
March	26.4	27.8	110.4	108.8	50.5	47.6	59.2	39.5
April	16.4	18.8	101.2	109.1	41.0	43.1	44.4	63.0
May	30.5	27.9	140.2	115.6	54.9	90.5	85.1	
June	28.9	25.6	127.9	94.6	30.6	76.2	54.2	
July	30.5	25.8	104.9	83.9	40.4	69.4	56.3	
August	31.3	26.7	90.2	66.6	71.9	66.0	52.5	
September	30.8	28.9	94.4	58.8	54.3	54.5	47.9	
October	38.4	36.0	112.6	56.3	47.7	66.8	65.6	
November	41.4	35.8	102.2	52.4	57.9	69.3	56.7	
December	30.0	25.5	77.9	66.4	59.4	72.5	48.5	
<b>Total</b>	<b>353.6</b>	<b>339.7</b>	<b>1,235.0</b>	<b>963.2</b>	<b>597.5</b>	<b>751.2</b>	<b>686.9</b>	<b>202.5</b>

### Canadian Imports from the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January	8.0	8.9	7.1	9.4	20.1	14.3	21.6	25.4
February	8.1	8.8	6.7	6.7	13.0	10.5	17.9	22.9
March	10.9	11.5	9.8	9.3	14.4	13.8	21.6	28.3
April	8.4	9.2	8.4	12.0	21.2	12.7	24.6	30.1
May	12.7	11.9	13.0	15.2	18.8	15.2	27.4	
June	10.8	9.2	9.4	13.8	23.4	18.1	25.0	
July	11.3	9.7	5.9	12.0	21.9	17.7	29.4	
August	11.4	10.4	4.6	10.7	14.5	15.1	24.7	
September	10.5	10.0	7.1	9.6	12.0	15.6	24.1	
October	11.0	11.6	18.1	12.1	15.6	18.3	29.3	
November	13.0	11.0	11.1	14.8	14.9	17.8	28.3	
December	8.0	7.0	9.4	14.9	11.7	20.3	24.6	
<b>Total</b>	<b>124.0</b>	<b>119.3</b>	<b>110.6</b>	<b>140.5</b>	<b>201.4</b>	<b>189.4</b>	<b>299.5</b>	<b>106.8</b>

### Balance of Trade with the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January	+ 17.7	+ 24.8	+ 83.2	+ 74.5	+ 31.2	+ 35.3	+ 43.4	+ 30.5
February	+ 14.6	+ 18.7	+ 72.0	+ 61.4	+ 24.9	+ 34.5	+ 33.9	+ 21.4
March	+ 15.6	+ 13.4	+ 100.7	+ 101.5	+ 33.2	+ 33.9	+ 37.7	+ 11.3
April	+ 9.1	+ 9.6	+ 93.0	+ 98.9	+ 19.8	+ 30.4	+ 19.8	+ 33.4
May	+ 17.7	+ 16.2	+ 127.3	+ 101.1	+ 33.2	+ 75.6	+ 57.8	
June	+ 18.3	+ 16.6	+ 118.6	+ 81.3	+ 7.3	+ 58.2	+ 28.3	
July	+ 19.4	+ 16.3	+ 99.3	+ 72.2	+ 18.6	+ 52.0	+ 27.1	
August	+ 20.0	+ 13.5	+ 85.7	+ 53.8	+ 57.5	+ 51.1	+ 27.9	
September	+ 20.3	+ 19.0	+ 87.7	+ 49.2	+ 42.4	+ 39.4	+ 24.1	
October	+ 27.5	+ 24.6	+ 94.9	+ 44.8	+ 32.1	+ 48.7	+ 36.5	
November	+ 28.4	+ 24.8	+ 91.3	+ 37.7	+ 43.3	+ 51.6	+ 28.6	
December	+ 22.1	+ 18.6	+ 68.7	+ 51.6	+ 47.8	+ 52.5	+ 24.0	
<b>Total</b>	<b>+ 230.8</b>	<b>+ 222.1</b>	<b>+ 1,127.5</b>	<b>+ 830.9</b>	<b>+ 397.4</b>	<b>+ 534.3</b>	<b>+ 389.2</b>	<b>+ 96.6</b>

**Canadian Exports to the United States (Excluding Gold)**

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	22.1	20.0	85.3	84.7	62.3	79.5	105.0	116.0
February.....	19.7	16.8	91.6	91.5	57.6	69.4	94.8	106.7
March.....	25.9	22.7	97.4	103.3	60.5	83.1	112.5	122.4
April.....	20.1	18.0	120.3	109.1	71.4	88.3	109.2	110.7
May.....	26.1	20.4	131.9	117.2	72.2	79.8	114.7	.....
June.....	25.1	20.0	111.2	112.3	66.5	82.0	109.8	.....
July.....	25.9	21.0	98.8	102.7	74.8	82.1	118.9	.....
August.....	28.3	25.3	86.0	112.6	75.0	81.4	114.0	.....
September.....	29.4	25.1	110.5	84.8	69.6	87.5	162.0	.....
October.....	33.5	28.0	123.0	88.4	99.1	102.4	148.9	.....
November.....	31.9	28.4	118.9	101.2	89.2	92.9	163.3	.....
December.....	33.3	24.7	126.4	88.9	83.9	106.0	147.8	.....
Total.....	321.3	270.5	1,301.3	1,197.0	887.9	1,034.2	1,501.0	455.8

**Canadian Imports from the United States (Excluding Gold)**

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	28.7	32.3	106.3	101.8	97.4	136.4	150.0	164.8
February.....	27.9	31.2	115.8	92.8	86.0	138.4	136.8	148.8
March.....	38.0	42.9	123.3	105.3	100.1	165.1	138.3	169.0
April.....	29.2	31.4	114.4	102.7	114.8	181.6	159.5	177.3
May.....	38.3	40.5	127.0	104.8	113.4	184.7	145.0	.....
June.....	36.4	37.1	122.2	110.7	106.6	174.7	154.9	.....
July.....	33.4	34.1	124.0	103.5	112.5	168.9	149.5	.....
August.....	33.7	35.3	138.3	96.8	123.1	155.3	136.1	.....
September.....	36.2	34.7	135.0	89.6	115.8	163.0	152.7	.....
October.....	42.5	38.5	121.4	101.3	140.4	190.4	160.2	.....
November.....	40.8	37.6	116.1	103.3	149.5	174.4	163.4	.....
December.....	33.6	29.2	102.9	89.9	145.6	141.7	159.4	.....
Total.....	418.7	424.7	1,447.2	1,202.4	1,405.3	1,974.7	1,805.8	659.9

**Balance of Trade with the United States (Excluding Gold)**

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	- 5.9	- 11.3	- 18.3	- 15.0	- 33.2	- 55.8	- 43.2	- 47.3
February.....	- 7.5	- 13.8	- 22.7	+ 1.9	- 27.1	- 67.1	- 40.4	- 40.6
March.....	- 10.3	- 19.5	- 19.4	+ 1.7	- 32.4	- 80.2	- 24.2	- 44.9
April.....	- 8.4	- 12.8	+ 9.0	+ 10.1	- 41.9	- 91.6	- 48.0	- 65.1
May.....	- 11.0	- 19.5	+ 6.8	+ 15.0	- 39.9	- 102.7	- 28.7	.....
June.....	- 10.5	- 16.5	- 9.0	+ 3.8	- 38.5	- 90.5	- 43.5	.....
July.....	- 6.6	- 12.4	- 23.3	+ 1.5	- 35.9	- 84.9	- 28.6	.....
August.....	- 4.5	- 9.4	- 50.4	+ 18.2	- 45.6	- 71.6	- 20.3	.....
September.....	- 5.9	- 8.9	- 23.0	- 2.3	- 44.7	- 73.8	+ 11.4	.....
October.....	- 8.0	- 9.7	+ 5.2	- 9.9	- 39.4	- 86.2	- 9.6	.....
November.....	- 7.7	- 8.6	- 6.4	- 0.1	- 58.1	- 79.8	+ 1.5	.....
December.....	- 0.7	- 3.7	+ 25.9	+ 0.1	- 60.1	- 33.9	- 9.9	.....
Total.....	- 87.0	- 146.0	- 112.7	+ 25.0	- 496.7	- 918.1	- 283.6	- 197.9

## Canadian Imports, by Areas

Country	April			January—April		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES						
(Millions of Dollars)						
United Kingdom and Europe.....	9.2	24.7	30.1	38.3	85.7	106.8
America.....	1.1	2.5	4.4	3.1	9.4	12.3
Africa.....	0.5	3.6	2.1	1.4	8.2	6.8
Asia.....	1.4	3.4	4.7	6.8	19.0	22.5
Oceania.....	0.9	5.3	3.1	5.2	9.8	11.2
<b>TOTAL COMMONWEALTH COUNTRIES</b>	<b>13.1</b>	<b>39.5</b>	<b>44.4</b>	<b>54.7</b>	<b>132.1</b>	<b>159.7</b>
FOREIGN COUNTRIES						
United States and Possessions.....	31.4	159.7	177.4	137.8	585.5	660.4
Latin America.....	0.9	20.1	11.7	3.3	68.8	53.5
Europe.....	2.8	4.3	7.5	11.6	15.1	27.6
Other Foreign.....	0.7	3.1	1.8	3.2	10.5	7.1
<b>Total Foreign Countries.....</b>	<b>35.8</b>	<b>187.2</b>	<b>198.3</b>	<b>155.9</b>	<b>679.9</b>	<b>748.7</b>
<b>TOTAL IMPORTS FOR CONSUMPTION..</b>	<b>48.9</b>	<b>226.7</b>	<b>242.7</b>	<b>210.6</b>	<b>812.0</b>	<b>908.4</b>

## Canadian Imports, by Countries

Country	April			January—April		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES						
(Thousands of Dollars)						
<b>Europe:</b>						
United Kingdom.....	9,187	24,641	30,120	38,338	85,703	106,786
Gibraltar.....		12	10	8	19	38
Ireland.....						
Malta.....			1			8
<b>Total Europe.....</b>	<b>9,187</b>	<b>24,653</b>	<b>30,131</b>	<b>38,346</b>	<b>85,722</b>	<b>106,832</b>
<b>America:</b>						
Newfoundland.....	22	222		241	2,095	(a) 918
Bermuda.....	5	2	38	11	7	61
Barbados.....	26	641	958	129	780	1,680
Jamaica.....	366	510	1,476	931	1,847	3,435
Trinidad and Tobago.....	149	29	682	291	1,034	1,773
Bahamas.....	123	9	6	406	287	245
Leeward and Windward Islands.....		18	20		58	74
British Honduras.....	3	215	2	8	419	163
British Guiana.....	399	882	1,214	1,072	2,882	3,960
Falkland Islands.....						
<b>Total America.....</b>	<b>1,093</b>	<b>2,528</b>	<b>4,396</b>	<b>3,089</b>	<b>9,409</b>	<b>12,309</b>
<b>Africa:</b>						
Northern Rhodesia.....			5		1	18
Union of South Africa.....	23	366	462	298	1,005	1,527
Other British South Africa.....						
Southern Rhodesia.....		32	25	1	52	34
Gambia.....						
Gold Coast.....		1,259	884	7	2,938	2,341
Nigeria.....	298	430	420	352	1,050	1,949
Sierra Leone.....	4			6		
Other British West Africa.....						
Anglo-Egyptian Sudan.....				4	3	6
British East Africa.....	149	1,508	319	685	3,156	953
<b>Total Africa.....</b>	<b>474</b>	<b>3,595</b>	<b>2,115</b>	<b>1,353</b>	<b>8,205</b>	<b>6,828</b>

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

(a) January March, 1949.

**Canadian Imports, by Countries—Continued**

Country	April			January—April		
	1938	1948	1949	1938	1948	1949
<b>COMMONWEALTH COUNTRIES—Contc.</b>						
(Thousands of Dollars)						
<b>Asia:</b>						
India.....	473	452	2,588	2,606	8,525	8,948
Pakistan.....		24	145		72	250
Burma*.....	12			28		
Ceylon.....	290	482	1,066	1,024	3,086	3,735
Aden.....		144		4	144	351
British Malaya.....	563	2,157	736	2,621	6,537	8,569
Other British East Indies.....	3	11	4	22	24	17
Hong Kong.....	96	147	114	329	548	632
Israel †.....	12	9		117	21	
Total Asia.....	1,449	3,426	4,653	6,751	18,957	22,502
<b>Oceania:</b>						
Australia.....	376	2,483	1,809	2,061	4,959	6,823
New Zealand.....	410	1,761	465	2,400	3,775	2,633
Fiji.....	69	1,090	809	733	1,090	1,766
Other Oceania.....				16		
Total Oceania.....	855	5,334	3,083	5,210	9,824	11,222
<b>TOTAL COMMONWEALTH COUNTRIES</b>	<b>13,058</b>	<b>39,537</b>	<b>44,377</b>	<b>54,749</b>	<b>132,119</b>	<b>159,601</b>
<b>FOREIGN COUNTRIES</b>						
<b>United States and Possessions:</b>						
United States.....	31,377	150,461	177,293	137,781	584,583	659,863
Alaska.....	1	166	9	32	504	259
American Virgin Islands.....		1			10	2
Hawaii.....	9	22	2	34	288	90
Puerto Rico.....		18	52		82	217
United States Oceania.....						
Total United States and Possessions.....	31,387	150,668	177,356	137,847	585,467	660,431
<b>Latin America:</b>						
Argentina.....	191	297	132	854	4,222	1,106
Bolivia.....	3			6		37
Brazil.....	23	1,544	1,305	197	6,209	6,547
Chile.....	64	72	90	70	146	337
Colombia.....	279	697	837	458	2,997	3,455
Costa Rica.....	12	264	264	21	966	574
Cuba.....	17	1,852	741	85	6,006	2,335
Dominican Republic.....		1,423	723		4,530	3,177
Ecuador.....	3	20	58	9	135	165
El Salvador.....		92	204		747	448
Guatemala.....	9	879	449	31	2,850	986
Hayti.....			62		95	138
Honduras.....	2	567	512	6	1,203	1,695
Mexico.....	106	4,126	1,223	317	13,121	5,307
Nicaragua.....		26	11		94	38
Panama.....	1	41	352	1	290	1,082
Paraguay.....	4		19	39	119	50
Peru.....	145	26	30	876	81	572
Uruguay.....	8	76	45	12	205	52
Venezuela.....	80	8,072	4,625	276	24,822	25,436
Total Latin America.....	947	20,074	11,682	3,258	68,838	53,537
<b>Europe:</b>						
Albania.....						
Austria.....		26	9	83	82	55
Belgium and Luxembourg.....	465	840	1,835	1,791	2,751	6,509
Bulgaria.....						1
Czechoslovakia.....	242	225	751	1,011	1,206	2,499
Denmark.....	26	114	55	56	482	1,035

\*See Foreign Countries from January 1, 1948.

†See Foreign Countries from January 1, 1949.

Canadian Imports, by Countries—Concluded

Country	April			January—April		
	1938	1948	1949	1938	1948	1949
FOREIGN COUNTRIES—Concluded						
(Thousands of Dollars)						
<b>Europe—Con.</b>						
Estonia.....	1			9		1
Finland.....	7	4	3	21	7	4
France.....	414	605	1,308	1,666	2,288	4,320
Germany.....	559	64	391	2,457	156	1,703
Greece.....	1	11	11	12	65	39
Hungary.....	10	22	1	64	51	36
Iceland.....		2	6		12	13
Italy.....	173	484	707	741	1,639	3,016
Latvia.....			1	2		1
Lithuania.....			1			2
Netherlands.....	147	442	732	877	1,572	2,452
Norway.....	28	39	29	149	179	240
Poland.....	23	1	7	89	2	22
Portugal.....	17	117	112	50	326	375
Azores and Madeira.....	11	37	58	47	98	212
Roumania.....	1			6	2	3
Spain.....	65	424	230	272	811	727
Sweden.....	183	169	326	704	936	1,184
Switzerland.....	335	653	929	1,391	2,425	3,150
U.S.S.R. (Russia).....	57		1	91	1	2
Yugoslavia.....		1		5	1	8
Total Europe.....	2,765	4,280	7,503	11,594	15,092	27,609
<b>Other Foreign Countries:</b>						
Afghanistan.....						
Arabia.....			144			1,731
Belgian Congo.....		37	130		951	344
Burma*.....						17
China.....	239	537	175	817	1,067	841
Greenland.....						
Egypt.....	53	275	57	181	868	72
Ethiopia.....				2	14	11
French Africa.....	1		6	12		10
French East Indies.....				89		
French Guiana.....						
French Oceania.....			2			3
French West Indies.....	1	7	1	1	33	16
Madagascar.....	3	3	7	9	22	7
St. Pierre and Miquelon.....	1		1	6	1	6
Iran.....	3	8	75	15	27	157
Iraq.....	4	8	24	51	628	340
Transjordan.....						
Tripoli.....						
Other Italian Africa.....						
Indonesia.....	44	30	192	175	73	520
Israel*.....			28			136
Japan.....	351	67	307	1,560	271	988
Korea.....						
Liberia.....						7
Morocco.....		22	3	5	28	50
Netherlands Guiana.....		291	101		459	161
Netherlands Antilles.....		955			3,323	4
Philippine Islands.....	29	800	303	199	2,429	877
Portuguese Africa.....			6		15	6
Portuguese Asia.....						
Siam.....				1		34
Canary Islands.....	1		5	3	4	5
Spanish Africa.....						
Syria.....	1	1	6	7	6	10
Turkey.....	8	92	210	42	246	785
Total Other Foreign.....	739	3,133	1,783	3,175	10,465	7,138
TOTAL FOREIGN COUNTRIES.....	35,837	187,154	198,321	155,873	679,867	748,715
TOTAL IMPORTS.....	48,895	226,690	242,698	210,622	811,985	908,407

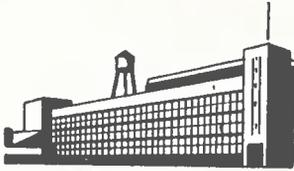
\*See British Countries prior to 1949.

# Canadian Imports, by Commodities

Commodity	April			January—April		
	1938	1948	1949	1938	1948	1949
<b>Main Groups—</b>						
	(Millions of Dollars)					
Agricultural, Vegetable Products . . . . .	9·1	29·2	31·1	35·3	100·4	110·3
Animals and Animal Products . . . . .	1·8	5·2	5·8	9·6	27·7	28·4
Fibres, Textiles and Products . . . . .	6·2	33·1	32·6	31·9	115·2	131·1
Wood, Wood Products and Paper . . . . .	2·3	7·9	7·3	10·4	25·5	27·2
Iron and Products . . . . .	14·2	70·3	87·1	56·7	257·8	315·7
Non-Ferrous Metals and Products . . . . .	2·9	14·1	15·8	13·0	48·0	58·4
Non-Metallic Minerals, Products . . . . .	6·5	45·4	38·2	29·5	159·0	149·3
Chemicals and Allied Products . . . . .	2·4	10·9	11·1	9·8	39·3	42·1
Miscellaneous Commodities . . . . .	3·6	10·7	13·7	14·4	39·1	45·9
<b>TOTAL IMPORTS FOR CONSUMPTION . . . . .</b>	<b>48·9</b>	<b>226·7</b>	<b>242·7</b>	<b>210·6</b>	<b>812·0</b>	<b>908·4</b>
<b>Agricultural, Vegetable Products—</b>						
	(Thousands of Dollars)					
Fruits . . . . .	1,280	4,216	5,918	4,980	14,585	18,158
Nuts . . . . .	203	3,288	2,088	890	10,705	7,841
Vegetables . . . . .	854	1,408	2,502	2,790	2,938	7,463
Grains and products . . . . .	1,682	1,718	1,092	5,655	10,136	4,810
Sugar and products . . . . .	945	6,135	6,134	3,006	15,280	17,146
Cocoa and chocolate . . . . .	123	1,744	1,435	473	4,669	6,181
Coffee and chicory . . . . .	240	1,735	2,377	1,407	7,734	8,809
Tea . . . . .	576	621	2,060	2,925	4,580	6,664
Beverages, alcoholic . . . . .	417	852	1,921	1,611	4,231	7,038
Gums and resins . . . . .	99	757	414	416	2,127	1,843
Oils, vegetable . . . . .	1,406	2,149	1,662	4,549	7,056	7,689
Rubber and products . . . . .	585	3,128	1,991	2,866	10,595	10,868
Tobacco . . . . .	124	250	316	612	1,139	1,164
Vegetable products, other . . . . .	549	1,199	1,193	3,104	4,598	4,669
<b>TOTAL . . . . .</b>	<b>9,082</b>	<b>29,199</b>	<b>31,104</b>	<b>35,286</b>	<b>100,373</b>	<b>110,342</b>
<b>Animals and Animal Products—</b>						
Fish and fishery products . . . . .	130	318	277	611	1,205	1,853
Furs and products . . . . .	494	1,514	1,257	2,942	10,395	9,732
Hides and skins, raw . . . . .	163	404	1,473	891	3,161	5,008
Leather, unmanufactured . . . . .	177	383	609	814	1,696	2,211
Leather, manufactured . . . . .	185	733	696	931	2,086	1,920
Animal oils, fats, greases . . . . .	51	362	280	242	4,754	1,911
Animals and products, other . . . . .	599	1,446	1,205	3,178	4,388	5,774
<b>Total . . . . .</b>	<b>1,799</b>	<b>5,160</b>	<b>5,797</b>	<b>9,608</b>	<b>27,685</b>	<b>28,409</b>
<b>Fibres, Textiles and Products—</b>						
Cotton, raw and linters . . . . .	699	6,971	5,024	4,289	23,405	24,560
Cotton products . . . . .	1,259	7,125	8,290	6,095	24,176	32,935
Flax, hemp, jute and products . . . . .	588	789	1,882	2,836	7,564	7,146
Silk and products . . . . .	426	440	430	2,287	1,475	1,879
Wool, raw and unmanufactured . . . . .	875	5,338	3,586	4,027	14,213	12,271
Wool products . . . . .	989	5,829	6,736	6,212	21,564	26,100
Artificial silk and products . . . . .	280	2,514	3,568	1,305	9,198	14,364
Textile products, other . . . . .	1,066	4,062	3,070	4,886	13,631	11,846
<b>TOTAL . . . . .</b>	<b>6,182</b>	<b>33,069</b>	<b>32,586</b>	<b>31,937</b>	<b>115,227</b>	<b>131,102</b>
<b>Wood, Wood Products and Paper—</b>						
Wood, unmanufactured . . . . .	368	2,045	1,150	1,747	4,574	4,731
Wood, manufactured . . . . .	322	1,300	1,543	1,404	4,655	5,010
Paper . . . . .	577	1,685	1,682	2,495	5,886	6,635
Books and printed matter . . . . .	1,010	2,836	2,947	4,747	10,375	10,802
<b>TOTAL . . . . .</b>	<b>2,277</b>	<b>7,866</b>	<b>7,323</b>	<b>10,392</b>	<b>25,489</b>	<b>27,178</b>
<b>Iron and Its Products—</b>						
Iron ore . . . . .	11	124	169	132	213	400
Scrap . . . . .	49	816	619	206	2,912	1,948
Castings and forgings . . . . .	187	706	1,323	727	2,978	4,679
Rolling mill products . . . . .	1,908	7,193	11,794	7,338	26,747	41,364
Pipes, tubes and fittings . . . . .	220	1,491	3,825	704	5,111	11,059
Wire and chain . . . . .	97	1,126	1,296	603	3,704	5,779

## Canadian Imports, by Commodities—Concluded

Commodity	April			January—April		
	1938	1948	1949	1938	1948	1949
(Thousands of Dollars)						
<b>Iron and Its Products—Conc.</b>						
Farm implements and machinery.....	2, 116	14, 978	18, 238	7, 528	45, 441	63, 046
Hardware and cutlery.....	173	984	1, 095	726	3, 232	4, 160
Household machinery.....	187	1, 237	1, 024	776	4, 534	3, 668
Mining, metallurgical machinery.....	334	1, 869	3, 396	1, 640	6, 090	12, 173
Business, printing machinery.....	549	2, 548	2, 263	2, 196	9, 628	8, 644
Other non-farm machinery.....	1, 701	14, 490	13, 691	8, 879	59, 751	51, 586
Tools.....	170	1, 072	1, 129	769	3, 821	4, 119
Autos, freight and passenger.....	1, 926	1, 519	3, 635	5, 278	4, 236	11, 101
Automobile parts.....	1, 928	8, 582	10, 379	9, 058	33, 928	40, 674
Other vehicles, chiefly iron.....	142	1, 369	1, 180	542	4, 253	3, 579
Engines and boilers.....	1, 067	4, 281	4, 937	3, 519	18, 706	21, 939
Cooking and heating apparatus.....	93	587	942	349	2, 713	3, 160
Iron products, other.....	1, 316	5, 338	6, 209	5, 766	19, 795	22, 672
<b>TOTAL</b> .....	<b>14, 173</b>	<b>70, 311</b>	<b>87, 145</b>	<b>56, 736</b>	<b>257, 791</b>	<b>315, 700</b>
<b>Non-Ferrous Metals and Products:</b>						
Aluminium and products.....	326	924	1, 268	1, 285	2, 884	3, 976
Brass, Copper, and products.....	279	1, 031	1, 669	1, 231	3, 832	5, 748
Tin.....	144	496	376	747	1, 673	4, 189
Precious metals (except gold).....	248	1, 578	1, 952	1, 116	4, 660	6, 858
Clocks and watches.....	176	456	733	679	1, 824	2, 129
Electrical apparatus, n.o.p.....	991	6, 183	6, 372	4, 381	22, 191	23, 083
Non-ferrous products, other.....	720	3, 413	3, 386	3, 519	10, 970	12, 420
<b>TOTAL</b> .....	<b>2, 884</b>	<b>14, 080</b>	<b>15, 756</b>	<b>12, 957</b>	<b>48, 033</b>	<b>58, 403</b>
<b>Non-Metallic Minerals, Products:</b>						
Clay and products.....	622	2, 686	3, 072	2, 664	9, 374	11, 383
Coal.....	1, 722	11, 771	12, 384	10, 239	50, 597	46, 065
Coal products.....	196	1, 390	791	1, 044	5, 783	4, 415
Glass and glassware.....	522	2, 512	2, 304	2, 014	8, 394	8, 118
Petroleum, crude.....	1, 786	16, 965	11, 267	6, 700	52, 544	49, 717
Petroleum products, n.o.p.....	750	7, 194	5, 351	3, 071	22, 244	19, 523
Stone and products.....	553	1, 272	1, 679	2, 312	4, 318	5, 323
Non-metallic products, other.....	339	1, 603	1, 343	1, 467	5, 790	4, 733
<b>TOTAL</b> .....	<b>6, 489</b>	<b>45, 394</b>	<b>38, 191</b>	<b>29, 509</b>	<b>159, 044</b>	<b>149, 278</b>
<b>Chemicals and Allied Products:</b>						
Acids.....	128	380	263	498	1, 289	1, 261
Cellulose products.....	133	481	470	610	1, 614	1, 806
Drugs and medicines.....	312	1, 555	1, 547	1, 261	4, 689	4, 879
Dyeing and tanning materials.....	256	888	757	1, 187	3, 261	3, 394
Fertilizers.....	192	484	558	519	2, 082	2, 081
Paints and varnishes.....	287	1, 406	1, 013	1, 087	5, 158	4, 221
Inorganic chemicals, n.o.p.....	447	1, 381	1, 459	1, 865	4, 752	6, 192
Synthetic resins and products.....	63	1, 430	1, 315	262	5, 343	5, 248
Chemical products, other.....	604	2, 877	3, 672	2, 533	11, 106	13, 005
<b>TOTAL</b> .....	<b>2, 423</b>	<b>10, 883</b>	<b>11, 054</b>	<b>9, 823</b>	<b>39, 293</b>	<b>42, 087</b>
<b>Miscellaneous Commodities:</b>						
Films.....	95	463	396	506	1, 170	1, 364
Toys and sporting goods.....	179	375	561	597	944	1, 609
Refrigerators and parts.....	190	682	681	564	2, 419	2, 527
Musical instruments.....	97	257	383	427	1, 076	1, 360
Scientific equipment.....	340	1, 618	1, 849	1, 322	5, 997	7, 101
Aircraft and parts.....	157	602	1, 651	901	2, 565	5, 042
Works of art.....	60	119	183	425	441	607
Canadian Tourists' purchases.....	777	55	2, 552	1, 939	157	4, 952
Parcels of small value.....	328	611	954	1, 476	2, 511	3, 463
Wax, mineral and vegetable.....	24	208	155	148	790	674
Miscellaneous consumer goods.....	404	630	985	1, 623	1, 996	3, 012
Miscellaneous.....	555	3, 121	1, 804	2, 767	11, 742	7, 650
Canadian goods returned.....	124	574	496	712	2, 139	2, 058
Non-commercial articles.....	255	1, 411	1, 093	967	5, 105	4, 487
<b>TOTAL</b> .....	<b>3, 585</b>	<b>10, 728</b>	<b>13, 742</b>	<b>14, 374</b>	<b>39, 052</b>	<b>45, 908</b>



## Industrial Inquiries

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

**Portable Sewing Machine**—A Netherlands firm has produced a portable, completely streamlined electric sewing machine, which it claims has created wide interest in world-wide markets. Large demands have been made from Africa, Australia, South America, the Far and Near East, United States and Canada. Due to these large demands, they propose to permit these machines to be produced in the countries concerned under licence or royalty arrangements or some other amicable agreement. They desire to contact a substantial and capable Canadian manufacturer with domestic and foreign sales outlets. (File: 5-943)

**Wheel Wrench**—This is essentially to be for use in removing the wheel nuts from tractors and heavy commercial vehicles equipped with twin sets of rear wheels. Its users would be garages and service stations; tire service and fitting stations. The patent is held by a resident of the United Kingdom, who wishes to have it produced and distributed by a Canadian firm equipped to manufacture automotive tools. (File: 5-939)

**Change-speed Gears**—A French citizen has invented a change-speed gear, which he claims can be used successfully in motor cars; tractors; ships and shipyard equipment; hauling and lifting machinery; battleship turrets; construction equipment; textile plants, etc. He desires to have this gear built in Canada under licence or royalty arrangements or possibly the outright sale of patents. (File: 5-783)

**Aluminum Cavity Tile**—A British firm, now manufacturing a new type of metal tile, desires to contact a Canadian manufacturer with the object of having this tile produced and distributed in Canada under licence or royalty arrangements.

This tile is made of lightweight aluminum in square 4" x 4", together with internal and external corner tiles, edging tiles and cornice tiles. The tiles have the following finishes: stoved, enamelled, anodized and fabric. They may be used for bathrooms, kitchens and other interior finishes. (File: 5-867)

**Land Draining Machine**—A British inventor has produced a land draining machine, which combines the operations of trench digging and the automatic laying of drainage tiles, which he desires to have produced and marketed in Canada on a licence or royalty basis. (File: 5-787)

**Burner Unit**—A burner, invented by a native of France, is for use primarily in cooking units, such as army field kitchens, mobile construction kitchens, prospecting and lumber camp kitchens. The inventor desires to contact a Canadian manufacturer who would be in a position to manufacture and distribute this burner under licence or royalty arrangements. (File: 16266)

**Bung or Dispensing Device for Containers**—A United States inventor has perfected and patented a device to be used in the dispensing of liquids from containers, such as barrels, which he desires to have produced in Canada either on a royalty basis or by outright sale of patents. The Canadian patent number on this device is 419122. (File: 5-891)

**New Type Fishing Trawl**—A resident of the United Kingdom has developed what is claimed to be a new type of fishing trawl, which is stated to have several advantages over the type of gear now commonly used by commercial fishermen in deep-sea waters. He desires to contact a Canadian firm with the object of having this gear produced in Canada under licence or royalty arrangements. (File: 5-940)

**Hay and Grain Loader**—A Canadian has invented a new type of loader for the handling of field crops, which is simple in construction, apparently efficient in operation, and inexpensive. It is claimed to eliminate considerable

time and expense in loading hay, grain, etc., from the field to the farm wagon, and if produced in Canada could be purchased by almost any farmer without a large outlay of capital. He desires to contact a Canadian firm, which would be in a position to further develop, produce and market this device. (File: 5-661)

**Moulded Cement Silos or Cisterns**—A Finnish concern, which produces building contractors' equipment, desires to contact a Canadian firm in a similar line of business with the object of entering into arrangements whereby a silo or cistern construction form be produced and sold in Canada on a licence or royalty basis. (File: 5-858)

**Window Ventilator**—A Canadian inventor has perfected a new type of window ventilator and desires to contact a Canadian firm, which would be in a position to further develop, produce and market this item under licence or royalty arrangements. (File: 5-842)

**New Type Dwelling**—An Austrian firm has developed a new type of building construction for houses, which is composed of prefabricated elements of common plywood with an asbestos facing glued to the wood. Between two of these "fibre cement plates" one or two sheets of fibre board (such as celotex or insulwood) are used, in such a way as to provide air space. They desire to incorporate this building principle in Canada under licence or royalty arrangements. (File: 5-913)

**Long Span Supporting Wooden Construction**—A Swedish firm has developed a new type of long span supporting wooden construction, under patent, which they desire to have developed and distributed in Canada under licence or royalty arrangements. (File: 5-866)

**Wood Preservative**—A firm in Czechoslovakia has produced a wood preservative which it desires to have produced in Canada under licence or royalty arrangements. (File: 5-827)

**Cuff-Links**—A Norwegian inventor has perfected a new type of cuff-link, which he desires to have produced in Canada under licence or royalty arrangements. (File: 5-786)

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### Shipping Service to Turkey Planned

Commencing early this month, Saguenay Terminals, Limited, will inaugurate a shipping service from Montreal to Salonika, Greece, and Istanbul, Turkey, which is expected to facilitate the further development of Canadian trade with those two countries. Additional calls will be made at Genoa and Naples, Italy, at Alexandria, Egypt, at Beirut, Syria, and Piraeus, Greece. The *M.V. Boheme*, a vessel of 5,553 gross tons and a speed of 16 knots, will be the first ship placed in operation on this route.

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### Working Groups Established by Economic Commission to Latin America

Havana, June 7, 1949.—Co-ordination of the draft proposals submitted with respect to the report by the joint Economic Commission to Latin America and Food Administration Organization (ECLA-FAO) on agricultural development will be the duty of a group consisting of Argentina, Brazil, Chile, Cuba, the Dominican Republic, Ecuador, Honduras and the United States.

Financial and commercial questions will be dealt with by a group composed of Brazil, Chile, Cuba, France, Panama, the United Kingdom and the United States.

An Argentine proposal that the executive secretaries of ECLA and of the Inter-American Economic and Social Council meet to co-ordinate the work of the two organs was approved. A group, comprising Mexico, the Dominican Republic, Cuba, Haiti, the United States, Argentina and Panama, was established to consider a Cuban resolution on tourism. A French resolution, asking the executive secretary of ECLA to accelerate the studies on immigration to Latin America, in relation to its economic development, was given further approval.

## Trade Commissioners on Tour

**C**ANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

**Ottawa—Foreign Trade Service, Department of Trade and Commerce**

**Brantford—Board of Trade.**

**Calgary—Board of Trade.**

**Charlottetown—Board of Trade.**

**Edmonton—Canadian Manufacturers' Association.**

**Fredericton—Chamber of Commerce.**

**Galt—Board of Trade.**

**Halifax—Board of Trade.**

**Hamilton—Chamber of Commerce.**

**Kitchener—Chamber of Commerce.**

**London—Chamber of Commerce.**

**Moncton—Board of Trade.**

**Montreal—Montreal Board of Trade.**

**Quebec City—Board of Trade.**

**Regina—Chamber of Commerce.**

**Saint John—Board of Trade.**

**Sarnia—Chamber of Commerce.**

**Saskatoon—Board of Trade.**

**Sherbrooke—Chamber of Commerce.**

**St. Catharines—Chamber of Commerce.**

**St. John's—Department of Trade and Commerce, Stott Building.**

**Toronto—Canadian Manufacturers' Association.**

**Vancouver—Department of Trade and Commerce, 355 Burrard Street.**

**Victoria—Department of Trade and Industry.**

**Welland—Board of Trade.**

**Windsor—Chamber of Commerce.**

**Winnipeg—Canadian Manufacturers' Association.**

### Lester S. Glass Begins Tour Next Monday



**Lester S. Glass**

**LESTER SMITH GLASS**, Canadian Government Trade Commissioner in Lisbon, Portugal, has returned home on leave, and will tour Canada. His itinerary begins in Vancouver next Monday. He will discuss with businessmen in many of the leading centres trade conditions in Portugal, Spain and other areas in his territory, such as the Azores, Madeira, Spanish Morocco, the Canary Islands and Gibraltar.

Mr. Glass was born in Buffalo, N.Y., on July 3, 1903, but moved to Calgary, receiving his early education there and in London, Ont. He later graduated from the University of Alberta with a Bachelor of Commerce degree. Mr. Glass joined the Canadian Trade Commissioner Service in March, 1927, and was posted to Bristol, England, in December of that year as Assistant Trade Commissioner. He was promoted Trade Commissioner in September, 1930, and transferred to Port-of-Spain, Trinidad. His services were made available to the government of that colony for three years, commencing July 1, 1931, after which he was posted to Rio de Janeiro, Brazil, as Trade Commissioner. Mr. Glass was transferred to Lisbon in November, 1945, as Trade Commissioner and Acting Canadian Consul-General.

Vancouver; New Westminster—July 4-7.

Victoria—July 8.

Winnipeg—July 11.

Toronto—October 3-15.

Hamilton—October 17.

Niagara Falls—October 18.

St. Catharines; Welland—October 19.

Brantford—October 20.

Kitchener—October 21.

Montreal—October 24-November 8.

Ottawa—November 10.

DOUGLAS S. COLE, Commercial Counsellor for Canada in Mexico City, has returned home on leave, and is touring this country, discussing with businessmen conditions in Mexico and opportunities for the further development of trade with Canada.

Victoria—July 4.

R. E. GRAVEL, Assistant Commercial Secretary for Canada in Buenos Aires, Argentina, has returned home on leave before proceeding to another post. He is touring Canada, discussing trade conditions in Argentina, Uruguay and Paraguay with businessmen interested in that country.

Ottawa—July 14-16.

BRUCE A. MACDONALD, Commercial Secretary for Canada in Brussels, Belgium, has returned home on leave, and is making a tour of Canada, discussing with businessmen market conditions in Belgium and Luxembourg.

Calgary—July 4.

Vancouver—July 6-13.

PAUL V. McLANE, Commercial Secretary for Canada in New Zealand, has returned home on leave, and is touring Canada, discussing with businessmen conditions in New Zealand, Fiji and Western Samoa.

Montreal—June 27-July 9.

Ottawa—July 11-16.

Brockville—July 18.

Toronto—July 19-30.

Hamilton—August 2-3.

Brantford—August 4.

Kitchener—August 5-6.

London—August 8.

Windsor—August 9-10.

HOWARD W. RICHARDSON, Canadian Government Trade Commissioner in Bogotá, Colombia, has returned home on leave. He is making a tour of Canada, discussing trade conditions in Colombia, Panama and the Canal Zone with businessmen interested in that territory. Mr. Richardson will be completing his tour of Western Canada and Western Ontario during September. Exact details will be published at a later date.

C. J. VAN TIGHAM, Commercial Secretary for Canada in Lima, Peru, has returned home on leave and is touring Canada, discussing with businessmen the further development of trade with Peru and Ecuador. On conclusion of his stay in Canada, Mr. Van Tigham will proceed to São Paulo, Brazil, as Canadian Government Trade Commissioner, succeeding Mr. J. C. Depocas in that post. Details of Mr. Van Tigham's western tour this fall will be published later.

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#### **Transjordan Changes Official Name**

London, June 15, 1949.—(FTS)—The official name of Transjordan has been changed to "The Hashemite Kingdom of the Jordan", a decision to that effect having been taken by the Parliament of Transjordan.

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#### **Telegraph Services Restored in Western Germany**

Frankfurt, May 28, 1949.—(FTS)—International telegraph services in Western Germany and Western Berlin will be restored to their prewar position on June 1, 1949, with four minor exceptions. Outgoing telegraphic money orders and drafts will not be accepted, nor outgoing prepaid reply telegrams, telegrams to be forwarded by air mail, and telegrams to be delivered on de luxe forms for festive occasions or for mourning.

# Trade and Tariff Regulations

## Visitors to Argentina Require Control Card

Buenos Aires, May 5, 1949.—(FTS)—Businessmen and tourists visiting Argentina are required to show their passport and consular visa on entering this country. They must also obtain, on arrival, a control card, indicating that the bearer is a tourist or is in transit, and on which will be shown the period of time in which such individual may legally stay in Argentina.

Visitors are required to report to the police within 72 hours of their arrival, in order that the control card may be completed and certified. Hotels and similar establishments are required, under penalty, to see that all lodgers have a control card in good order. All public offices and private institutions performing public services, and all transportation companies are required to request all visiting foreigners to present their control card before any service is rendered. The penalties for non-compliance include expulsion from the country.

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## Australia Defers Increased Duties on Iron and Steel Hoop

Deferred duties under Item 136(F)(3) of the Australian Customs Tariff, covering "iron and steel hoop, not elsewhere included in the tariff, except 12 gauge (Birmingham sheet gauge) and thicker, including galvanized; and cold rolled, from 0.375 inch to 6 inches in width, both sizes inclusive, and from 0.0148 inch to 0.08 inch in thickness, both sizes inclusive", that were to have gone into effect on April 1, 1949, have been further postponed until April 1, 1950. At present this commodity is free of duty under the British preferential tariff and dutiable at 12.5 per cent ad valorem under the most-favoured-nation tariff. Deferred rates are 10 per cent ad valorem under the British preferential tariff and 10 per cent ad valorem plus 70s. per ton (2,240 pounds) under the most-favoured-nation tariff. The British preferential tariff applies to imports from Canada and the most-favoured-nation tariff applies to most non-British countries, including the United States.

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## Brazilian Licensing Regulations Extended

Rio de Janeiro, June 15, 1949.—(FTS)—The Brazilian Senate yesterday approved a bill providing for the extension of the present import licensing regulations for 90 days or until Congress has approved a bill now under discussion which provides for substantial amendments to the system now in force.

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## Cuban Surcharge Removed on Some Goods

Havana, June 14, 1949.—(FTS)—Under a Cuban decree, published on May 31, 1949, and effective provisionally on the same date, Canada, and all other signatory countries of the General Agreement on Tariffs and Trade concluded at Geneva, are granted exemption from the emergency surcharge of 20 per cent of the duty on all tariff items on which the United States became entitled to a similar exemption under the terms of the Geneva Agreement. The exemption will continue to be applied only to products of United States origin, in such cases where that country was accorded exemption prior to the Geneva Agreement.

The effect of the new decree is to remove the 20 per cent surcharge on about 165 tariff items covering goods originating in Canada and at

## Trade and Tariff Regulations—Continued

the same time to narrow by that amount the margin of preference accorded to United States products. The goods include: nickel in lumps or ingots; aluminum foil; zinc and lead in bars, plates or wire; needles; pins; hooks and eyes; certain pharmaceutical products; dextrine and glucose for industrial purposes; starches (except yucca); unspecified manufactures of paper; toothpicks; phonographs; condensed and evaporated milk; canned beef, mutton and pork; loaded cartridges for hunting arms.

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### Eggs Exempt from Duty in Cuba

Havana, June 17, 1949.—(FTS)—Imports into Cuba of fresh eggs will be free of all duties, consular charges and taxes from August 1 to December 31, 1949, according to a decree just issued. This measure has been taken to alleviate the scarcity of local eggs, due to the falling off of production.

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### Canadian Tariff on Iron and Steel Strip Changed

Effective April 1, 1949, to December 31, 1950, strip, of iron and steel, cold rolled, tempered or not, electro-galvanized,  $2\frac{1}{4}$  inches or less in width, .080 inch or less in thickness, in coils of not less than 100 feet, when imported into Canada by manufacturers of flexible metal hose for use in the manufacture of flexible metal hose in their own factories will be accorded the following tariff treatment: British preferential tariff, free; most-favoured-nation tariff,  $7\frac{1}{2}$  per cent; and general tariff, 20 per cent.

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### Documents for El Salvador Acceptable Without Visa

Guatemala City, June 15, 1949.—(FTS)—A decree published in the *Diario Oficial* of El Salvador on May 24, 1949, permits the customs authorities to accept documents covering shipments to El Salvador without consular visa, provided that their tenor corresponds exactly to the description of the merchandise they cover. If all of the required documents lack consular visa, they will be accepted for the purpose of customs examination if and when they are approved by the Customs General Audits Office. In either case, the customs will levy a surcharge of 25 per cent of the amount of the consular fees.

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### Guatemala Authorizes Larger Flour Imports

Guatemala City, June 15, 1949.—(FTS)—Additional flour may be imported by Guatemala, which has specified that the percentage of domestic flour that must be consumed in this country has been reduced from fifty to thirty-three. In view of the fact that local millers have indicated their inability to supply more than one-third of the total national requirements, the Minister of Economy and Labour has published an amendment to the resolution of April 20, 1949, which states: "In order to withdraw imported flour from the customs or the warehouse of the Crédito Hipotecario Nacional, the interested party must first produce an invoice from the National Flour Producers' Association, or by non-member millers, showing that 33 per cent local flour has been purchased. This proportion is subject to decrease or increase, at the discretion of the Ministry of Economy and Labour, and according to the quantities of local flour available."

## Trade and Tariff Regulations—Continued

### Rate of Mexican Peso Stabilized

Mexico City, June 18, 1949.—(FTS)—Commencing today, the Bank of Mexico will resume foreign exchange transactions at 8·65 pesos to the dollar for sales and 8·64 for purchases. Since July 22, 1948, when the Bank of Mexico stopped trading at the official rate of 4·85, the peso has gradually decreased, hitting a low of 8·60 two weeks ago and recovering to 8·05. Two years ago the United States Treasury established a \$50 million stabilizing fund to assist Mexican currency, of which \$13 million remain unused. To assist Mexico to hold the new rate, the United States Treasury is granting \$12 million more, making the amount now available \$25 million. The Bank of Mexico reserves of gold, silver and foreign currency is announced at \$84 million and the International Monetary Fund has \$22·5 million at Mexico's disposal for fixing purposes. Hence the grand total available to hold the new peso rate totals \$131 million. The Mexican Government has announced that it will raise tariffs and impose import restrictions on luxury items in the very near future.

(Editor's Note—Another despatch quoted below announces imposition of new Mexican restrictions. It is too early yet to assess effect on the cost of living or the likelihood of ability to hold the new rate.)

### Mexico Imposes New Import Restrictions

Mexico City, June 22, 1949.—(FTS)—The Mexican Government, by a decree published and effective on June 21, prohibited the importation of goods specified in 215 tariff items comprising chiefly: electrolytic copper; building tile; gold, platinum and silver jewellery; cotton lace, net and tulle; dried and preserved fruits; fish, salted, smoked, preserved or in brine, except canned salmon and sardines; cotton cloth; wool or other animal fibre lace, net and tulle; fifteen classifications of woollen textiles; men's shirts, ties and handkerchiefs; mattresses; curtains; corsets; many classifications of cotton, wool and silk clothing; cosmetics; footwear; hats, toys; firearms.

Frontier populations are permitted importation until 6 p.m. of the date of the decree. Goods in transit from Canada are permitted, provided they are shipped before June 21 and cross the frontier not later than midnight, June 26, except for goods on board ship which must have left port on or before June 21.

There has not yet been time to assess the effect of the new restrictions on Canadian trade, but most prohibitions are against luxury items which comprise a small part of Canadian trade.

An announcement of a list of increased tariffs on imports into Mexico is expected shortly.

### Pakistan Import Licensing Policy Announced

Karachi, June 15, 1949.—(FTS)—Principles governing the issue of licences for imports into Pakistan for the six-month period July-December, 1949, were outlined by the Chief Controller of Imports and Exports in a Public Notice dated June 2, 1949. Most imports from the soft-currency and sterling areas continue admissible under open general licence. For the dollar and hard-currency areas, applications for licensable items should be submitted to the respective licensing authorities on or before July 2, 1949. As a special concession, applications to import machinery and millwork, drugs and medicines, and chemicals may be made at any time.

## Trade and Tariff Regulations—Continued

Licences first issued in July-December, 1948, or earlier will not be revalidated except in respect of capital goods and machinery, applications being considered on merits only. Revalidation of licences first issued during the period January-June, 1949, is permissible only in cases of extreme hardship and when supported by the necessary evidence. Licences issued during the period July-December, 1949, will remain valid for shipment up to December 31, 1949, only.

The significant additions to the list of Canadian imports which will be licensable are vegetable and non-essential oils, aluminum ingots, patent leather, and slates for school use.

The principal items previously licensable but which have now been prohibited from Canada are cotton thread; cotton sewing and darning thread; cotton fabrics, such as sateens, velvets, velveteens and embroidered all overs; bicycles; cable accessories; conduit accessories; electrodes; synthetic cresol or amorphous carbon; rubber insulated copper wires and cables; enamelled ironware; incandescent mantels; zinc chloride; ferrous sulphate; anti-plague serum; valve-grinding pastes and compounds; lead pencils; glue; printing type; hose of canvas impregnated with rubber; raw asbestos; glass substitutes; micarta sheets; stero-flongs; synthetic resins in whose making formaldehyde, phenol, cresol or urea is used; vulcanized fibre in sheets, rods and tubes.

(Editor's Note—Previous announcements regarding licensing policy in Pakistan appeared in the June 12, 1948, and September 11, 1948, issues of *Foreign Trade*.)

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### Peru Amends List of Permitted Imports

Lima, May 31, 1949.—(FTS)—Approximately fifty items have been added to the list of goods that may be imported by Peru, effective May 28, 1949, and eleven items have been deleted from the list. Among the products now permitted entry are: yeast, other than fresh yeast for bread-making; elastic threads for industrial purposes; boot and shoe trees, hat blocks and blocks for other purposes; cardboard, for making trunks; paraffined or waxed paper; paper bands of kraft and the like, for strengthening sacks, boxes and other packing; cones, tubes and bobbins of paper, cardboard or pulp, for the textile industry; yarns of artificial textile fibres, not rayon, of the viscose type, on cones or in large skeins for the manufacture of stockings and fabrics (in agreement with established quotas); coke of coal, lignite or petroleum and gas carbon; natural cryolite; fireproof bricks; aluminum and its alloys, crude or in ingots, including scrap; lead shot; milk cans of galvanized iron; vats and tanks, of iron, steel or copper weighing more than 50 kilograms; iron or steel silos; wind engines with their respective steel towers; industrial electric refrigeration apparatus, with motor of more than  $\frac{1}{4}$  h.p.; spare parts for wireless transmitting and receiving apparatus; steel bodies for dump trucks; nylon fishing lines; exposed cinematograph films; decalcomanias for industrial purposes; catalogues and prospectuses of foreign commercial products; paper and cardboard, printed or punched, for meters and registering apparatus. Products required by the Government Monopoly or for the manufacture of products by the Monopoly may be imported through the government agency. They include tobacco, cigars, cigarettes, cigarette paper, matches and playing cards.

Products which have been deleted from the list of permitted imports and which are, therefore, prohibited include: fresh yeast for bread-

## Trade and Tariff Regulations—Concluded

making; laundry blue; basic pigments in concentrated oily pastes; unworked wood for making staves; woollen yarns for embroidering and darning; unbleached cotton threads and yarns on cones or in large skeins; common cotton ribbons; chains of copper or its alloys; collapsible lead tubes; wooden buttons and button moulds.

### Livestock Population in Scotland Increased

Glasgow, June 15, 1949.—(F.T.S.)—Scotland's livestock population increased during the twelve months ended last March. The number of dairy cattle rose 23,294; beef cattle, 42,857; sheep, 242,931; pigs, 55,621; and poultry, 673,935. The number of horses declined by 10,168, however. The respective totals are:

	March, 1949	March, 1948
Dairy cattle .....	818,250	794,956
Beef cattle .....	671,476	628,619
Sheep .....	4,348,860	4,105,929
Pigs .....	220,989	165,368
Poultry .....	7,590,820	6,916,885
Horses .....	86,423	96,591

The labour force has dropped by 1,612 workers, some 4,000 prisoners of war that were employed on the land not yet having been replaced by regular workers.

There is a decline of about four per cent in the estimated acreage of cereals crops, as at March 4, 1949, with wheat down by 28 per cent, and a drop of 10 per cent in the main crop potato acreage. The estimated crop acreages are as follows:

	March, 1949	March, 1948
	Acres	Acres
Estimated acreage to be harvested		
Wheat .....	62,691	86,916
Barley .....	169,182	177,277
Oats .....	930,137	948,515
Mixed grain (not mashlum) .....	10,114	9,317
Mashlum (oats and beans) .....	17,760	16,952
Rye .....	4,515	4,476
Potatoes: first earlies .....	37,858	43,107
Potatoes: main crop and second earlies .....	156,382	175,541
Turnips, swedes and mangolds .....	308,406	311,289
Sugar beet .....	9,086	9,041
Vegetables for human consumption .....	6,382	7,522
All other crops and fallow .....	70,133	61,255
Rotation grass .....	1,476,437	1,425,373
Permanent grass .....	1,157,393	1,138,116
Total acreage of crops and grass .....	4,416,476	4,414,697

### 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, Dominican Republic, Egypt, Guatemala, Italy, Mexico, Netherlands Antilles, Norway, Panama, Surinam (Netherlands Guiana), Sweden, Switzerland and Venezuela. Data on other countries will be made available from time to time.



## Ocean-Going Sailing Schedules

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

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

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

### DEPARTURES FROM MONTREAL

\*Calls at Halifax about four days later.

† Calls at Quebec about two days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Aden—</b>			
Port Aden.....	August 2-8	<i>Adrastus</i>	Cunard Donaldson
Port Aden.....	August 20-25	<i>Schiedijk</i>	Cunard Donaldson
<b>Africa-South and East—</b>			
Cape Town.....	July 15-26	<i>Fort Nottingham</i>	Elder Dempster
Port Elizabeth.....	July 18	<i>Westralia</i>	Shipping Limited
East London.....	July 25	<i>Shelburne County</i>	March Shipping
Durban.....	July 25	<i>Thorstrand</i>	Kerr Steamships
Lourenço Marques...	August 5-13	<i>Grelrosa</i>	Elder Dempster
	August 15	<i>A Ship</i>	March Shipping
Beira.....	July 25	<i>Thorstrand</i>	Kerr Steamships
Mombasa.....			
<b>Argentina—</b>			
Buenos Aires.....	July 23	<i>Mormacpenn</i>	Montreal Shipping
Buenos Aires.....	August 16	<i>Mormacsaga</i>	Montreal Shipping
<b>Australia—</b>			
Brisbane.....	August 6-11	<i>Port Saint John</i>	Montreal Australia New Zealand Line
Newcastle.....			
Sydney.....			
Melbourne.....			
Adelaide.....			
	July 7-14	<i>Mont Alta</i>	Montreal Shipping
	July 12-19	<i>Beaconsfield</i>	Cunard Donaldson
	July 15	<i>Ornefjell</i>	Brock Shipping
	July 15-20	<i>Grey County</i>	Canada Steamships
	July 15-20	<i>Rouen</i>	Furness Withy
<b>Belgium—</b>	July 19	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	July 23-Aug. 4	<i>Mont Gaspe</i>	Montreal Shipping
	July 28	<i>Ravnefjell</i>	Brock Shipping
	July 29	<i>Prins Willem Van Oranje</i>	Shipping Limited
	July 29	<i>Prins Alexander</i>	Shipping Limited
	July 28-Aug. 2	<i>Brant County</i>	Canada Steamships
	August 3-10	<i>Vasaholm</i>	Swedish American

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Brazil—</b>			
Rio de Janeiro.....	July 23	<i>Mormacpenn</i>	Montreal Shipping
Santos.....	August 16	<i>Mormacsaga</i>	Montreal Shipping
Bahai.....	July 23	<i>Mormacpenn</i>	Montreal Shipping
<b>Ceylon—</b>			
Colombo.....	July 15-20	<i>City of Dundee</i>	McLean Kennedy
Colombo.....	August 10	<i>City of Glasgow</i>	McLean Kennedy
<b>China—</b>			
Shanghai.....	July 15-23	<i>A Ship</i>	March Shipping
Shanghai.....	July 20-22	<i>City of Poona</i>	McLean Kennedy
<b>Colombia—</b>			
Barranquilla.....	July 18-23	* <i>Laholm</i>	Swedish American
Barranquilla.....	July 28-Aug. 2	* <i>Polykarp</i>	Swedish American
<b>Denmark—</b>			
Copenhagen.....	July 20	<i>Makefjell</i>	Brock Shipping
	August 3-10	<i>Vasaholm</i>	Swedish American
	August 4	<i>Ternefjell</i>	Brock Shipping
<b>Egypt—</b>			
Alexandria.....	August 2-8	<i>Adrastus</i>	Cunard Donaldson
Port Said.....	August 20-25	<i>Schiedijk</i>	Cunard Donaldson
Suez.....			
<b>Finland—</b>			
Helsinki.....	August 3-10	<i>Vasaholm</i>	Swedish American
	July 15-20	<i>Grey County</i>	Canada Steamships
	July 15-20	<i>Rouen</i>	Furness Withy
	July 19	<i>Prins Maurits</i>	Shipping Limited
<b>France—</b>			
Le Havre.....	July 28-Aug. 2	<i>Brant County</i>	Canada Steamships
	July 29	<i>Prins Willem Van Oranje</i>	Shipping Limited
	July 29	<i>Prins Alexander</i>	Shipping Limited
	August 3-10	<i>Vasaholm</i>	Swedish American
Marseilles.....	July 20-25	<i>Capo Arma</i>	Furness Withy
	July 7-14	<i>Mont-Alta</i>	Montreal Shipping
	July 12-19	<i>Beaconsfield</i>	Cunard Donaldson
	July 19	<i>Prins Maurits</i>	Shipping Limited
<b>Germany—</b>			
Hamburg.....	July 23-Aug. 4	<i>Mont Gaspé</i>	Montreal Shipping
	July 29	<i>Prins Willem Van Oranje</i>	Shipping Limited
	July 29	<i>Prins Alexander</i>	Shipping Limited
	August 3-10	<i>Vasaholm</i>	Swedish American
<b>Hong Kong.....</b>	July 15-23	<i>A Ship</i>	March Shipping
	July 20-22	<i>City of Poona</i>	McLean Kennedy
<b>India and Pakistan—</b>			
Karachi.....			
Bombay.....	July 15-20	<i>City of Dundee</i>	McLean Kennedy
Madras.....	July 15-23	<i>A Ship</i>	March Shipping
Calcutta.....	August 10	<i>City of Glasgow</i>	McLean Kennedy
Cochin.....			
<b>Indonesia—</b>			
Batavia.....	August 2-8	<i>Adrastus</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Cheribon.....			
Belawan-Deli.....			
Batavia.....	August 20-25	<i>Schiedijk</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Cheribon.....			

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Ireland—</b>			
Dublin.....	July 26-30	<i>Lord O' Neill</i>	McLean Kennedy
Dublin.....	July 28	<i>Irish Larch</i>	Shipping Limited
Cork.....			
<b>Italy—</b>			
Genoa.....	July 12-18	<i>Marchport</i> <i>Capo Arma</i>	Montreal Shipping Furness Withy
Naples.....	July 20-25		
<b>Malaya—</b>			
Penang.....	August 2-8	<i>Adrastus</i> <i>Schiedijk</i>	Cunard Donaldson Cunard Donaldson
Port Swettenham..	August 20-28		
<b>Mediterranean—</b>			
Western and Central Areas.....	July 12-18	<i>Marchport</i>	Montreal Shipping
	July 7-14	<i>Mont Alta</i>	Montreal Shipping
	July 12-19	<i>Beaconsfield</i>	Cunard Donaldson
	July 15	<i>Ornefjell</i>	Brock Shipping
	July 15-20	<i>Grey County</i>	Canada Steamships
	July 19	<i>Prins Maurits</i>	Swedish American
<b>Netherlands—</b>	July 23-Aug. 4	<i>Mont Gaspe</i>	Montreal Shipping
Amsterdam.....	July 28	<i>Ravnefjell</i>	Brock Shipping
Rotterdam.....	July 28-Aug. 2	<i>Brant County</i>	Canada Steamships
	July 29	<i>Prins Willem Van Oranje</i>	Shipping Limited
	July 29	<i>Prins Alexander</i>	Shipping Limited
	August 3-10	<i>Vasaholm</i>	Swedish American
<b>Netherlands Antilles—</b>			
Willemstad.....	July 18-23	* <i>Laholm</i>	Swedish American
	July 28-Aug. 3	* <i>Polykar p</i>	Swedish American
<b>New Zealand—</b>			
Auckland.....	August 20	<i>City of Calcutta</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
<b>Northern Ireland—</b>			
Belfast.....	July 14-19	<i>Lord Glentoran</i>	McLean Kennedy
<b>Norway—</b>			
Islo.....	August 3-10	<i>Vasaholm</i>	Swedish American
Kristiansand.....			
Stavanger.....			
Bergen.....			
Oslo.....	July 20	<i>Makefjell</i>	Brock Shipping
Stavanger.....	August 4	<i>Ternefjell</i>	Brock Shipping
Bergen.....			
<b>Philippines—</b>			
Manila.....	July 20-22	<i>City of Poona</i>	McLean Kennedy
<b>Poland—</b>			
Gdynia.....	August 3-10	<i>Vasaholm</i>	Swedish American
Gdansk.....			
<b>Puerto Rico—</b>			
San Juan.....	July 18-23	* <i>Laholm</i>	Swedish American
San Juan.....	July 28-Aug. 2	* <i>Polykar p</i>	Swedish American
<b>Singapore.....</b>	August 2-8	<i>Adrastus</i>	Cunard Donaldson
	August 20-25	<i>Schiedijk</i>	Cunard Donaldson
<b>Sweden</b>			
Gothenburg.....	August 3-10	<i>Vasaholm</i>	Swedish American
Malmö.....			
Norrköping.....			
Stockholm.....			

**DEPARTURES FROM MONTREAL—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Avonmouth.....	July 10-14	<i>Delilian</i> (r)	Cunard Donaldson
Swansea.....			
Glasgow.....	July 10-18	<i>Lismoria</i> (r)	Cunard Donaldson
	July 24-31	<i>Salacia</i> (r)	Cunard Donaldson
	July 30-Aug. 7	<i>Laurentia</i>	Cunard Donaldson
Hull.....	July 20-24	<i>Bassano</i> (r)	McLean Kennedy
Hull.....	July 24-28	<i>Consuelo</i> (r)	McLean Lennedy
Leith.....	July 18-23	<i>Cairnealona</i>	Furness Withy
Newcastle.....			
	July 14-18	<i>Ascania</i> (r)	Cunard Donaldson
	July 14-18	<i>Lord Glentoran</i>	McLean Kennedy
	July 14-21	<i>Hillcrest Park</i>	Cunard Donaldson
Liverpool.....	July 15	<i>Empress of France</i> (r)	Canadian Pacific
	July 15-24	<i>Granhill</i>	March Shipping
	July 24	* <i>Beaverford</i>	Canadian Pacific
	July 26-30	<i>Lord O' Neill</i>	McLean Kennedy
	July 11-15	<i>Sibley Park</i>	Cunard Donaldson
	July 15	<i>Ornefjell</i>	Brock Shipping
London.....	July 18-25	<i>Arabia</i> (r)	Cunard Donaldson
	July 24	<i>Beaverdell</i> (r)	Canadian Pacific
	July 20-26	<i>Asia</i>	Cunard Donaldson
	July 28	<i>Ravnefjell</i>	Brock Shipping
	July 13-16	<i>Manchester Progress</i> (r)	Furness Withy
Manchester.....	July 20-23	<i>Manchester Shipper</i> (r)	Furness Withy
	July 27-30	<i>Manchester Trader</i> (r)	Furness Withy
<b>Uruguay—</b>			
Montevideo.....	July 23	<i>Mormacpenn</i>	Montreal Shipping
Montevideo.....	August 16	<i>Mormacsaga</i>	Montreal Shipping
<b>Venezuela—</b>			
Puerto Cabello.....	July 18-23	* <i>Laholm</i>	Swedish American
La Guaira.....			
Maracaibo.....	July 28-Aug. 2	* <i>Polykarp</i>	Swedish American
<b>West Indies—</b>			
	July 16	<i>Canadian Victor</i>	Canadian National
Jamaica.....	July 26	* <i>Canadian Conqueror</i>	Canadian National
Bahamas.....	August 5	<i>Canadian Highlander</i>	Canadian National
	August 15	* <i>Canadian Observer</i>	Canadian National
	August 25	<i>Canadian Victor</i>	Canadian National
Antigua.....	July 12-21	* <i>A Ship</i>	Alcoa Steamships
Barbados.....			
Bermuda.....	July 12-21	<i>Lady Rodney</i> (r)	Canadian National
British Guiana.....	July 23-Aug. 1	<i>Canadian Constructor</i> (r)	Canadian National
Dominica.....	July 26-Aug. 4	* <i>A Ship</i>	Alcoa Steamships
Grenada.....	August 2-11	<i>Lady Nelson</i> (r)	Canadian National
Montserrat.....	August 9-18	* <i>A Ship</i>	Alcoa Steamships
St. Kitts.....	August 12-21	<i>Canadian Cruiser</i> (r)	Canadian National
St. Lucia.....			
St. Vincent.....			
Trinidad.....			

**DEPARTURES FROM QUEBEC**

\* Calls at Montreal a few days later.  
 †Calls at Halifax and Saint John several days later.  
 (r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Colombia—</b>			
Barranquilla.....	July 22	*† <i>Benny</i>	Saguenay Terminals

**DEPARTURES FROM QUEBEC—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
<b>Dominican Republic—</b> Ciudad Trujillo.....	July 22	*† <i>Benny</i> (r)	Saguenay Terminals
<b>Haiti—</b> Port au Prince.....	July 22	*† <i>Benny</i> (r)	Saguenay Terminals
<b>Netherlands—</b> Amsterdam..... Rotterdam.....	July 29-30	<i>Volendam</i>	Furness Withy
<b>United Kingdom—</b> Liverpool.....	July 28-Aug. 2	<i>Franconia</i> (r)	Cunard Donaldson
London.....	July 10-14	<i>Samaria</i> (r)	Cunard Donaldson
London.....	July 24-28	<i>Scythia</i> (r)	Cunard Donaldson
<b>Venezuela—</b> La Guaira..... Maracaibo..... Puerto Cabello..... Las Piedras.....	July 22	*† <i>Benny</i> (r)	Saguenay Terminals

**DEPARTURES FROM HALIFAX**

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b> Havana.....	July 15-20	<i>Husvik</i>	Pickford and Black
<b>Jamaica—</b> Kingston.....	July 15-20	<i>Husvik</i>	Pickford and Black
<b>United Kingdom—</b> Liverpool.....	July 9-14	<i>Nova Scotia</i> (r)	Furness Withy
Liverpool.....	July 23-28	<i>Newfoundland</i> (r)	Furness Withy
Southampton.....	July 23	<i>Aquitania</i>	Cunard Donaldson

**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
<b>Africa—East and South—</b> Cape Town..... Port Elizabeth..... East London..... Durban..... Lourenço Marques..	Late July August 12	<i>Pacific Ocean</i> <i>Limburg</i>	Seaboard Shipping Dingwall Cotts
<b>Argentina—</b> Buenos Aires..... Buenos Aires.....	August 1 September	<i>Ravnanger</i> <i>Grenanger</i>	Empire Shipping Empire Shipping
<b>Australia—</b> Sydney..... Melbourne..... Adelaide.....	July 24 Mid-August	<i>Mattawunga</i> <i>Narrandera</i>	Empire Shipping Empire Shipping

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Australia—Con.</b>			
Sydney.....	July 20	<i>Lake Sicamous</i>	Canadian Australasian
Melbourne.....	August 26	<i>Alameda</i>	Dingwall Cotts
Sydney.....	July 22	<i>Aorangi</i>	Canadian Australasian
<b>Belgium—</b>	July 18	<i>Golden Gate (r)</i>	Gardner Johnson
Antwerp.....	July 20	<i>Wyoming</i>	Empire Shipping
	August 11	<i>Bio Bio (r)</i>	Gardner Johnson
	August 23	<i>Seattle (r)</i>	Gardner Johnson
<b>Brazil—</b>			
Rio de Janeiro.....	August 1	<i>Ravnanger</i>	Empire Shipping
Santos.....	September	<i>Grenanger</i>	Empire Shipping
<b>Burma—</b>			
Rangoon.....	August 5	<i>Mapia</i>	Dingwall Cotts
<b>Canal Zone—</b>			
Balboa.....	July 14	<i>Santa Flavia (r)</i>	Gardner Johnson
Cristobal.....	July 23	<i>Coastal Adventurer</i>	Gardner Johnson
	August 11	<i>Coastal Nomad</i>	Gardner Johnson
Balboa.....	August 1	<i>Santa Juana (r)</i>	Gardner Johnson
Panama City.....			
Balboa.....	August	<i>Don Aurelio</i>	Empire Shipping
<b>Ceylon—</b>			
Colombo.....	July 18	<i>Silvermaple</i>	Dingwall Cotts
<b>Chile—</b>			
Arica.....	July 14	<i>Santa Flavia (r)</i>	Gardner Johnson
Antofagasta.....	August 1	<i>Santa Juana (r)</i>	Gardner Johnson
Valparaiso.....			
Antofagasta.....	August 1	<i>Ravnanger</i>	Empire Shipping
Valparaiso.....	September	<i>Grenanger</i>	Empire Shipping
<b>China—</b>			
Shanghai.....	July 14-15	<i>Oregon Mail (r)</i>	Canadian Blue Star
	Mid-July	<i>Sunnyville</i>	Balfour Guthrie
	July 22-23	<i>Ocean Mail (r)</i>	Canadian Blue Star
	July 28-29	<i>Washington Mail (r)</i>	Canadian Blue Star
	August 4	<i>Vingnes</i>	Empire Shipping
	August 5-6	<i>China Mail (r)</i>	Canadian Blue Star
<b>Colombia—</b>			
Barranquilla.....	July 23	<i>Coastal Adventurer</i>	Gardner Johnson
	August	<i>Don Anselmo</i>	Empire Shipping
	August 11	<i>Coastal Nomad</i>	Gardner Johnson
<b>Costa Rica—</b>			
Puntarenas.....	July 23	<i>Coastal Adventurer</i>	Gardner Johnson
	August	<i>Don Aurelio</i>	Empire Shipping
	August 11	<i>Coastal Nomad</i>	Gardner Johnson
<b>Ecuador—</b>			
Guayaquil.....	July 14	<i>Santa Flavia (r)</i>	Gardner Johnson
Guayaquil.....	August 1	<i>Santa Juana (r)</i>	Gardner Johnson
<b>El Salvador—</b>			
La Libertad.....	July 23	<i>Coastal Adventurer</i>	Gardner Johnson
	August	<i>Don Aurelio</i>	Empire Shipping
	August 11	<i>Coastal Nomad</i>	Gardner Johnson
<b>Fiji—</b>			
Suva.....	Early August	<i>Thorscape</i>	Empire Shipping
Suva.....	July 22	<i>Aorangi</i>	Canadian Australasian
<b>France—</b>			
Dunkirk.....	July 20	<i>Wyoming</i>	Empire Shipping
Bordeaux.....			

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Germany—</b> Hamburg.....	{ July 18 August 11 August 23	<i>Golden Gate</i> (r) <i>Bio Bio</i> (r) <i>Seattle</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Guatemala—</b> San Jose.....	{ July 28 August August 11	<i>Coastal Adventurer</i> <i>Don Aurelio</i> <i>Coastal Nomad</i>	Gardner Johnson Empire Shipping Gardner Johnson
<b>Hawaii—</b> Honolulu.....	July 22	<i>Aorangi</i>	Canadian Australasian
<b>Hong Kong.....</b>	{ July 14-15 Mid-July	<i>Oregon Mail</i> (r) <i>Sunnyville</i>	Canadian Blue Star Balfour Guthrie
	{ July 22-23	<i>Ocean Mail</i> (r)	Canadian Blue Star
	{ July 28-29	<i>Washington Mail</i> (r)	Canadian Blue Star
	{ August 4 August 5-6	<i>Vingnes</i> <i>China Mail</i> (r)	Empire Shipping Canadian Blue Star
<b>India and Pakistan—</b>			
Bombay.....	} July 18	<i>Silvermaple</i>	Dingwall Cotts
Calcutta.....			
Madras.....	} August 5	<i>Mapia</i>	Dingwall Cotts
Calcutta.....			
<b>Indonesia—</b>			
Batavia.....	} July 18	<i>Silvermaple</i>	Dingwall Cotts
Soerabaya.....			
Samarang.....			
Cheribon.....			
Cheribon.....	August 5	<i>Mapia</i>	Dingwall Cotts
<b>Italy—</b>			
Genoa.....	} July 25	<i>Leme</i>	Empire Shipping
Naples.....			
Venice.....			
Venice.....			
<b>Japan—</b>			
Yokohama.....	} July 14-15 July 22-23 July 28-29 August 5-6	<i>Oregon Mail</i> (r) <i>Ocean Mail</i> (r) <i>Washington Mail</i> (r) <i>China Mail</i> (t)	Canadian Blue Star Canadian Blue Star Canadian Blue Star Canadian Blue Star
Kobe.....			
Nagoya.....			
Nagoya.....			
<b>Lebanon—</b> Beirut.....	September 5	<i>Erato</i>	Empire Shipping
<b>Malaya—</b>			
Penang.....	} July 18	<i>Silvermaple</i>	Dingwall Cotts
Port Swettenham..			
<b>Mexico—</b>			
Manzanillo.....	July 28	<i>Coastal Adventurer</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson
Acapulco.....	August 11		
<b>Netherlands—</b>			
Amsterdam.....	} July 20	<i>Wyoming</i>	Empire Shipping
Rotterdam.....			
<b>New Caledonia—</b> Noumea.....	Early August	<i>Thorscape</i>	Empire Shipping
<b>New Hebrides—</b> Port Vila.....	Early August	<i>Thorscape</i>	Empire Shipping
<b>New Zealand—</b>			
Wellington.....	August 26	<i>Alameda</i> <i>Aorangi</i>	Dingwall Cotts Canadian Australasian
Auckland.....	July 22		
Auckland.....	} July 20	<i>Lake Sicamous</i>	Canadian Australasian
Wellington.....			
<b>Peru—</b>			
Callao.....	{ July 14 August 1 August 1	<i>Santa Flavia</i> (r) <i>Santa Juana</i> (r) <i>Ravnanger</i> <i>Grenanger</i>	Gardner Johnson Gardner Johnson Empire Shipping Empire Shipping
Mollendo.....	{ August 1 September		
Mollendo.....	{ August 1 September		
Mollendo.....	{ August 1 September		

**DEPARTURES FROM VANCOUVER—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
<b>Philippines—</b>	July 14-15	<i>Oregon Mail</i> (r)	Canadian Blue Star
Manila.....	Mid-July	<i>Sunnyville</i>	Balfour Guthrie
Iloilo.....	July 22-23	<i>Ocean Mail</i> (r)	Canadian Blue Star
Cebu.....	July 28-29	<i>Washington Mail</i> (r)	Canadian Blue Star
	August 5-8	<i>China Mail</i> (r)	Canadian Blue Star
Manila.....	August 5	<i>Mapia</i>	Dingwall Cotts
Iloilo.....			
Manila.....	July 18	<i>Silvermaple</i>	Dingwall Cotts
Cebu.....	August 4	<i>Vingnes</i>	Empire Shipping
<b>Samoa—</b>			
Apia.....	Early August	<i>Thorscape</i>	Empire Shipping
Pago-Pago.....	August 26	<i>Alameda</i>	Dingwall Cotts
<b>Singapore.....</b>	Mid-July	<i>Sunnyville</i>	Balfour Guthrie
	July 18	<i>Silvermaple</i>	Dingwall Cotts
<b>Society Islands—</b>			
Papeete.....	Early August	<i>Thorscape</i>	Empire Shipping
<b>Sweden—</b>			
Stockholm.....	July 18	<i>Golden Gate</i> (r)	Gardner Johnson
Gothenburg.....	August 11	<i>Bio Bio</i> (r)	Gardner Johnson
	August 23	<i>Seattle</i> (r)	Gardner Johnson
<b>United Kingdom—</b>			
Manchester.....	Early July	<i>Pacific Exporter</i>	Furness Withy
Manchester.....	Mid-August	<i>Pacific Enterprise</i>	Furness Withy
	July 13	<i>Orient City</i>	Dingwall Cotts
	July 18	<i>Golden Gate</i> (r)	Gardner Johnson
Unstated Ports.....	August 11	<i>Bio Bio</i> (r)	Gardner Johnson
	August 23	<i>Seattle</i> (r)	Gardner Johnson
	Late August	<i>Aelyone Hope</i>	Canada Transport
<b>Uruguay—</b>			
Montevideo.....	August 1	<i>Ravnanger</i>	Empire Shipping
Montevideo.....	September	<i>Grenanger</i>	Empire Shipping
<b>Venezuela—</b>			
Maracaibo.....	July 28	<i>Coastal Adventurer</i>	Gardner Johnson
	August	<i>Don Aurelio</i>	Empire Shipping
	August 11	<i>Coastal Nomad</i>	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:

Halifax to St. John's.....	Weekly.....	Furness Red Cross Line
Halifax to St. John's.....	Every three weeks..	Furness Warren Line
Halifax to St. John's.....	Every ten days.....	Newfoundland-Canada Steamships
Halifax to St. John's.....	Fortnightly.....	Rowlings
Halifax to St. John's.....	Weekly.....	Shaw Steamships
Montreal to St. John's.....	Every ten days.....	Blue Peter Steamships
Montreal to St. John's.....	Fortnightly.....	Clarke Steamships
Montreal to Corner Brook.....	Fortnightly.....	Clarke Steamships
Montreal to St. John's.....	Fortnightly.....	Newfoundland-Canada Steamships
North Sydney to Port aux Basques..	Tri-weekly.....	Canadian National Railways
Hamilton to St. John's.....	Fortnightly.....	Newfoundland-Great Lakes SS.
Toronto to St. John's.....	Fortnightly.....	Newfoundland-Great Lakes SS.

# 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*—A. B. BRODIE, Acting Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boite Postale 373.

Territory includes Angola and French Equatorial Africa.

## Belgium

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

Territory includes Luxembourg.

## Brazil

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

*São Paulo*—Acting Canadian Government Trade Commissioner, Canadian Consulate, Edifício 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*—B. I. RANKIN, Acting Commercial Secretary 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, Iraq, Israel, Lebanon, Saudi Arabia, Syria and Transjordan.

## France

*Paris*—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

*Paris*—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Belgium, Denmark, France and the Netherlands.

## Germany

*Frankfurt*—B. J. BACHAND, Canadian Economic Representative, Canadian Consulate, Economic Section, 145 Fuerstenbergerstrasse, A.P.O. 757, U.S. Army.

Cable address, Canadian Frankfurt-Main.

## Greece

*Athens*—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vas-silissis 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*—G. A. BROWNE, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

## Peru

*Lima*—Acting 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 Thailand.

## South Africa

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

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

Cable address, *Cantracom*.

## Foreign Trade Service Abroad—*Concluded*

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

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

*Cable address, Cantracom.*

### Sweden

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

Territory includes Finland.

### Switzerland

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

Territory includes Austria, Czechoslovakia and Hungary.

### Trinidad

**Port-of-Spain**—T. G. MAJOR, Canadian Government Trade Commissioner, 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 the 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, Canadian Consulate General, 8° Piso, Edificio America, Esquina Verboes.

Territory includes Netherlands Antilles.

## Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations June 20	Nominal Quotations June 27
Argentina.....	Peso	Off. Free	.2977	.2977
Australia.....	Pound	.....	.2085	.2085
Belgium and Belgian Congo.....	Franc	.....	3-2240	3-2240
Bolivia.....	Boliviano	.....	.0228	.0228
British West Indies (except Jamaica).....	Dollar	.....	.0238	.0238
Brazil.....	Cruzeiro	.....	.8396	.8396
Burma.....	Rupee	.....	.0544	.0544
Ceylon.....	Rupee	.....	.3022	.3022
Chile.....	Peso	Off. Export	.3022	.3022
Colombia.....	Peso	.....	.0517	.0517
Costa Rica.....	Colon	.....	.0322	.0322
Cuba.....	Peso	.....	.5128	.5128
Czechoslovakia.....	Koruna	.....	1-1800	1-1800
Denmark.....	Krone	.....	1-0000	1-0000
Dominican Republic.....	Peso	.....	.0200	.0200
Ecuador.....	Suere	.....	.2083	.2083
Egypt.....	Pound	.....	1-0000	1-0000
El Salvador.....	Colon	.....	.0740	.0740
Fiji.....	Pound	.....	4-1330	4-1330
Finland.....	Markka	.....	.4000	.4000
France, Monaco and French North Africa.....	Franc	Off. Free	3-6306	3-6306
French Empire—African.....	Franc	.....	.0073	.0073
French Pacific Possessions.....	Franc	.....	.0036	.0036
Germany.....	Deutsche Mark	.....	.0030	.0030
Guatemala.....	Quetzal	.....	.0073	.0073
Haiti.....	Gourde	.....	.0036	.0036
Honduras.....	Lempira	.....	.0030	.0030
Hong Kong.....	Dollar	.....	.2000	.2000
Iceland.....	Krona	.....	.5000	.5000
India.....	Rupee	.....	.2518	.2518
Iran.....	Rial	.....	.1541	.1541
Iraq.....	Dinar	.....	.3022	.3022
Ireland.....	Pound	.....	.0312	.0312
Israel.....	Pound	.....	4-0300	4-0300
Italy.....	Lira	.....	4-0300	4-0300
Jamaica.....	Pound	.....	3-0000	3-0000
Japan.....	Yen	.....	.0017	.0017
Lebanon.....	Piastre	.....	4-0300	4-0300
Mexico.....	Peso	.....	.0027	.0027
Netherlands and Indonesia.....	Florin	.....	.4561	.4561
Netherlands Antilles.....	Florin	.....	.1157	.1157
New Zealand.....	Pound	.....	.3769	.3769
Nicaragua.....	Cordoba	.....	.5302	.5302
Norway.....	Krone	.....	4-0150	4-0150
Pakistan.....	Rupee	.....	.2000	.2000
Panama.....	Balboa	.....	.2015	.2015
Paraguay.....	Guarani	.....	.3022	.3022
Peru.....	Sol	.....	1-0000	1-0000
Philippines.....	Peso	.....	.3200	.3200
Portugal and Colonies.....	Escudo	.....	.1538	.1538
Singapore.....	Straits Dollar	.....	.4975	.4975
Spain and Colonies.....	Peseta	.....	.0403	.0403
Sweden.....	Krona	.....	.4701	.4701
Switzerland.....	Franc	.....	.0916	.0916
Thailand.....	Baht	.....	.2783	.2783
Turkey.....	Lira	.....	.2336	.2336
Union of South Africa.....	Pound	.....	.1000	.1000
United Kingdom.....	Pound	.....	.3571	.3571
United States.....	Dollar	.....	4-0300	4-0300
Uruguay.....	Peso	Controlled	4-0300	4-0300
Venezuela.....	Bolivar	Uncontrolled	1-0000	1-0000
Yugoslavia.....	Dinar	.....	.6583	.6583
			.5618	.5618
			.2985	.2985
			.0200	.0200