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COVER SUBJECT—Pit props being loaded in Saint John, N.B., for shipment to the United Kingdom, which purchased 297,566 cords, valued at \$7,580,399, last year. Exports are still being made to that market, substantial contracts having been made for delivery this year. Canada is now supplying pit props to Turkey, the first part of an order for 12,000 cords having been discharged at the Black Sea port of Zonguldak last month. (See report from Istanbul on page 124 of this issue of Foreign Trade.)

National Film Board Photo.

Price 10 cents

Volume of Canadian Exports and Imports Above Prewar Levels

On basis of 1938 prices, export volume last year amounted to \$1,464 million and import volume to \$1,223 million, compared with recorded export value of \$3,110 million and recorded import value of \$2,637 million—Construction of indexes enables comparison of trade figures on uniform basis.

ON the basis of constant 1938 dollars, the physical volume of Canadian exports rose from \$849 million in 1938 to \$1,464 million in 1948, an increase of nearly 73 per cent. The physical volume of imports rose from \$678 million in 1938 to \$1,223 million in 1948, an increase of 81 per cent. The Dominion Bureau of Statistics has recently completed the construction of indexes of the quantum and prices of exports and imports, enabling the influence of price trends to be eliminated from the value figures, in which trade statistics are usually shown, and an estimate of physical volume shown in addition.

In spite of increasing difficulties in international trade, Canadian trade, due to high levels of production, consumption and prices, made some new records in so far as total values are concerned. In comparison with 1938, total trade values increased 3·8 times; imports 3·9 times and exports 3·7 times. In value, the level of imports reached an all-time high. For exports, the high occurred for the years 1944-45, due to heavy movements of war materials, but 1948 was the highest peacetime year in the value of exports. For the first time in peace years, Canada ranked first in both exports and imports of the United States and first in imports of the United Kingdom.

Trade values must be deflated by a price index to reveal the physical volume of trade, however. In 1948, as compared with 1938, the prices of exports rose 112·4 per cent, and the prices of imports 115·6 per cent. The total value (prices by quantity) had risen for exports by 267·2 per cent, and for imports by 290·3 per cent. After the value of trade has been deflated for price changes, it is found that the physical volume for imports increased over 1938 by 99·5 per cent in 1947 and 81 per cent in 1948. The physical volume of exports was 71·4 per cent greater in 1947 and 72·9 per cent greater in 1948 than in 1938.

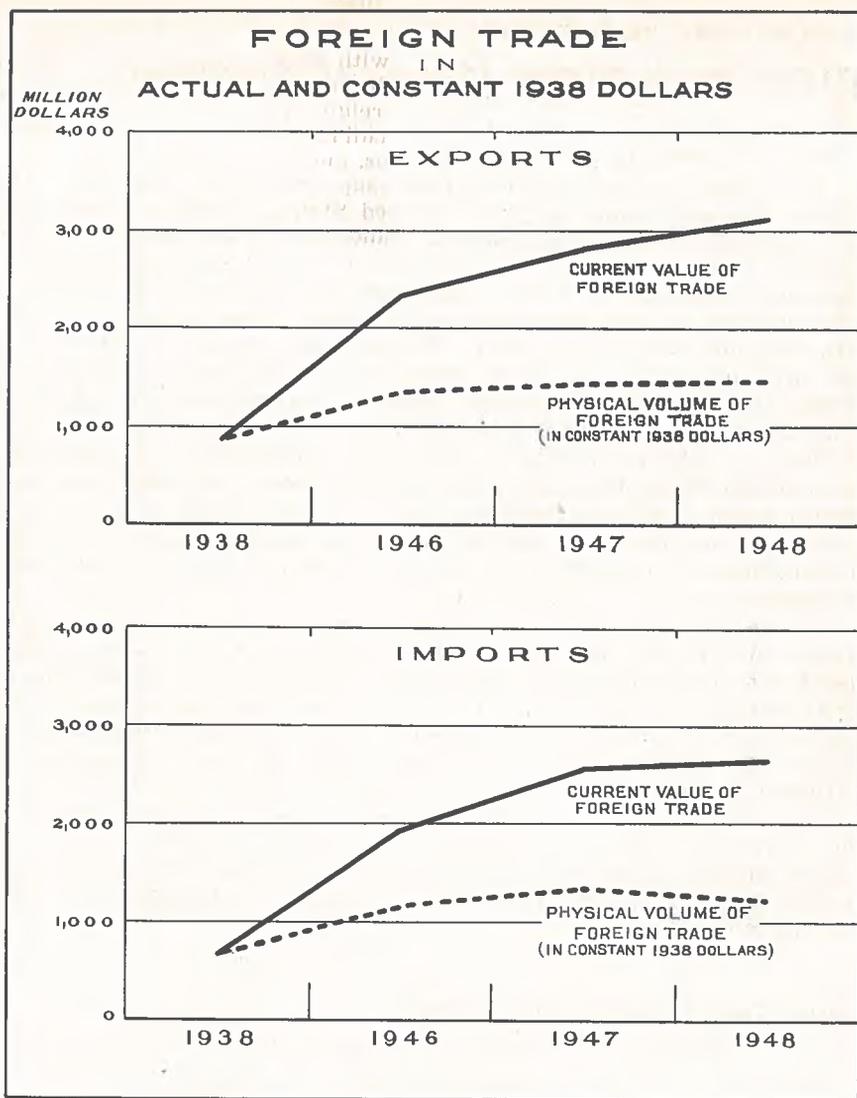
Canadian Trade

	(\$'000,000)		
	Imports	Exports	Total
1938	678	848	1,526
1948	2,637	3,110	5,747
Increase in value	3.9	3.7	3.8
Increase in volume	1.8	1.7	1.76

By applying the index of volume to the trade value figures, an estimate can be made of what the trade figures would have been if prices had remained constant from 1938 to date.

Foreign Trade in Actual and Constant 1938 Dollars

	Foreign trade (Million dollars)		Volume indexes (1938=100)		Estimate of foreign trade in constant dollars (1938) (Million dollars)	
	Exports	Imports	Exports	Imports	Exports	Imports
1938	849	678	100.0	100.0	849	678
1946	2,339	1,927	162.2	172.0	1,378	1,164
1947	2,812	2,574	171.4	199.5	1,455	1,348
1948	3,110	2,637	172.9	181.0	1,464	1,223



Prices of Exports and Imports Showed Strong Upward Tendencies

Prices of exports and imports, because of the general rise in price levels, showed strong upward tendencies in 1948. Special indexes, computed to measure these, indicate different rates of increase for exports as against imports. In 1948, the prices of imported goods rose, on the average, 13 per cent, whereas those for exports rose 10 per cent.

With the price levels of export goods rising less than those for imports, the terms of trade were less favourable in contrast to years immediately preceding. If the assumption is made that, on the price basis of 1938, for every 100 units of exports Canada received 100 units of imports, then the terms of trade in 1946 were more favourable, since for 100 units of exports Canada obtained 102.5 units of imports. In 1947, the latter figure dropped to 101.3 and in 1948 it was 100 units of exports for 97.5 units of imports. This general relationship, of course, varied with groups and items.

Pattern of Foreign Trade Changed

Canada took an active part in the Geneva Conference, as a result of which tariff reductions were made by participating countries. These reductions, especially from the United States, had a favourable effect on the development of Canadian exports.

Along with the contraction of trade with Europe and countries of the sterling area, accompanying newly introduced restrictions in many overseas countries, the major influence on foreign trade was exerted by two important policy measures: (a) The Canadian emergency exchange conservation program affected some 300 items, and was instrumental in curtailing imports or changing the source of supply in such a way as to conserve and build up the reserves of United States dollars, (b) Embargos were lifted on exports of cattle, meat and coarse grains to the United States. The combination of these measures induced important changes in the position and direction of trade.

Another important influence was the European Recovery Program. This enabled Western Europe to maintain a level of consumption and imports which would otherwise have been impossible, affecting Canadian trade. Canadian credits to overseas countries were also a factor. Even with this financial assistance, purchases by overseas countries from Canada were reduced.

An outstanding feature of trade in 1948 was the unprecedented increase in that with the United States. Whereas imports were reduced from their proportion of 76·7 per cent to 68·5 per cent, exports to the United States were 48·9 per cent of all exports, an all-time high. This concentration of trade with one single country has rare counterparts in world trade. While expansion occurred in this direction, exports to the sterling area and European countries declined. Another outstanding feature was the increase in imports from the United Kingdom. These rose from \$189 million in 1947 to nearly \$300 million in 1949. There was also an increase in imports from Latin America. This was not large in absolute figures, but proportionately these imports in 1948 were fourteen times those of 1938.

Canadian Dairy Cattle Sold to Venezuela

Two hundred top grade Holstein-Friesian bred heifers have been purchased in Canada by Señor Antonio Santaella, of Caracas, whose farm is located at an elevation of 1,500 feet.

Irish Egg and Poultry Exports Increasing

Dublin, July 5, 1949.—(F.T.S.)—Irish egg and poultry shipments during the first five months of the current calendar year show a substantial improvement over those for the corresponding period last year. Exports of eggs during the period ending in May amounted to 2,466,038 great hundreds, valued at £3,831,587, compared with 1,567,790 great hundreds, valued at £2,698,696 in the same period last year.

Exports of turkeys, geese, ducks, chickens, old fowl and other poultry dead in the first five months of this year amounted to 44,163 cwts., valued at £690,567, compared with 24,764 cwts., valued at £428,895, in the same period last year.

Although an ambitious target of 500,000 cases, each containing 360 eggs, was set for last year, this was comfortably passed, egg exports to Great Britain having amounted to more than 722,986 cases in 1948.

Financial Discussions in London Subject of Brief Communique

Great Britain, Canada and the United States aim to establish pattern of world trade, in which the dollar and non-dollar countries can operate together within one single multilateral system—Fact-finding discussions planned.

LONDON, July 10, 1949.—(FTS)—The following communique was issued by the British Treasury on the economic discussions held here by John Snyder, Secretary of the United States Treasury; Hon. Douglas Abbott, Canadian Minister of Finance; Right Hon. Sir Stafford Cripps, Chancellor of the Exchequer; and Right Hon. Harold Wilson, President of the Board of Trade:

1. During their visit to London, Mr. John Snyder, Secretary of the United States Treasury, and Mr. Douglas Abbott, Canadian Minister of Finance, have had a general exchange of views with the Chancellor of the Exchequer, and the president of the Board of Trade on the balance-of-payments difficulties between the dollar and sterling areas, and on the measures which could be taken to right the existing disequilibrium between the two areas, both in the long and the short term.

2. It was reaffirmed that the objectives of the economic policy of all three governments remained those which are set out in the articles of agreement of the International Monetary Fund and the Havana Charter for an international trade organization.

Particular stress was laid on the necessity of finding solutions which would maintain high levels of employment, and enable world trade and international payments to develop on a multilateral basis.

3. It was agreed that the general approach to existing problems must be based upon full recognition of their profound and long-term character. The difficulties of the past few months were no more than an aggravation of deep-seated maladjustments. All agreed that remedies other than financial assistance, such as that provided by the United States and Canada must be explored.

Aim to Create Pattern of World Trade

4. The aim must be the achievement of a pattern of world trade in which the dollar and non-dollar countries can operate together within one single multilateral system. The parties concerned must be prepared to review their policies with this object in view.

5. As the next step, it is proposed that technical and fact-finding discussions should take place between the three governments in preparation for further ministerial discussions which it is hoped can be held in Washington early in September.

6. As regards immediate problems, there was a comprehensive examination of the influences which had brought about the recent acceleration in the drain on the reserves of the sterling areas. This led to a general discussion in which the United Kingdom representatives outlined the preliminary steps which they felt it necessary to take to meet the immediate situation.

A number of supplementary measures were suggested which could be taken by the governments either individually or in concert to strengthen the present position. It was agreed that they should be the subject of further consideration. In this connection no suggestion was made that sterling be devalued.

7. There was full recognition, in the discussions, of the vital part which assistance under the European Recovery Program is playing in maintaining the economic position in the United Kingdom and in other countries participating in the O.E.E.C. (Organization of European Economic Co-operation).

Issuance of New Import Permits Suspended

London, July 9, 1949.—(FTS)—British Colonies have been instructed that no new import permits should be issued for a period of three months, except in the case of urgent requirements that cannot be suspended.

Trinidad Curtails Imports from Dollar Sources

Port-of-Spain, July 11, 1949.—(FTS)—Licences for the importation of goods from hard-currency countries will not be issued for an indefinite period, except for items that are absolutely essential, such as foodstuffs, according to reports received here. No official announcement of the situation has yet been made.

It is not proposed to cancel import licences already issued. These will likely remain valid until the normal date of expiration.

This policy applies to Trinidad, British Guiana, Barbados, the Windward Islands and Leeward Islands.

Canadian Sales to British Guiana Declined During First Four Months of This Year

Decreased 28 per cent, compared with same period in 1948—Imports from United Kingdom rose 83 per cent—Exports to Canada increased 24 per cent.

PORT-OF-SPAIN, June 29, 1949.—(FTS)—Preliminary returns for the first four months of 1949 show a drop of some 28 per cent in imports from Canada, as compared with the same period in 1948. Exports to Canada during the same period have risen by over 24 per cent. Although about a third of the decline in imports from Canadian sources was due to decreases in the price of flour, there was marked falling off in imports of boots and shoes, cotton manufactures, artificial silk piece-goods, cement, motor cars and parts, machinery and malt liquors. Imports from the United Kingdom rose by 83 per cent during the same period, while those from foreign countries, mainly the United States, remained at approximately the same level. Exports to the United Kingdom, with an increase of 66 per cent over the 1948 period, returned to the 1947 level, mainly due to greater shipments of sugar. On the other hand, exports to foreign countries showed a further decline. The following values are in B.W.I. dollars, each equivalent to \$ 8394 Canadian; for the first four months of 1948 and 1949:

Trade of Trinidad and Tobago

	Imports		Exports	
	1948	1949	1948	1949
Canada	\$ 3,918,470	\$ 2,774,703	\$ 4,497,793	\$ 5,585,374
United Kingdom	4,504,225	7,514,786	4,492,909	7,248,464
Foreign countries	4,260,183	4,205,864	786,923	757,107
Total	\$14,256,191	\$15,992,048	\$11,024,944	\$15,140,042

Although the statistical picture is not complete, it is quite clear that the trend towards replacement of Canadian with British goods is continuing. There also is some evidence that proportionate declines took place in the importation of most commodities from other hard-currency countries, except in the case of sugar-making and agricultural machinery.

Inquiries Received at British Industries Fair Indicate Interest in Trading With Canada

Of a total of 148 requests for information, 25 per cent concerned exports from Canada, 50 per cent concerned exports to Canada—Five per cent received from individuals interested in possibility of establishing branch plants in Canada.

LONDON, June 9, 1949.—(FTS)—Twenty-five per cent of the 148 inquiries received by Canadian Trade Commissioners attending the British Industries Fair, held in London last May, concerned exports from Canada. Fifty per cent were related to exports to Canada, and five per cent were from individuals who were interested in the possible establishment of branch plants in Canada. Miscellaneous inquiries accounted for the remaining twenty per cent.

Some indication of the wide variety of inquiries received is provided by the following lists. Inquiries from British exporters:

Textiles—Cotton yarns, tarpaulins, bedspreads, coir matting, swimsuits, silk underwear, scarves, knitwear, raincoats, millinery and buttons.

Leather Goods—Gloves and drum skins.

Steel.

Machinery—Textile machinery, plastic machinery, ticket machines, sawdust compressors, vibrators, air conditioning equipment, pumps, sound projectors, railway equipment and furnace equipment.

Machine Tools—Glaziers' tools, diamond tools, rock drills and bits.

Equipment—Plumbers' and sanitary fittings, hospital plumbing equipment, electric water heaters, water softeners, electric wiring accessories and electronic instruments.

Sundry Manufactures—Bicycles, tin trays, aluminum ware, aluminum buildings, toys, fountain pens, religious articles, rubber mats, antique furniture, brushes, hand looms, fancy goods and soft drinks.

Chemicals—Dyestuffs, drugs, soap, perfume and chemicals.

Newsprint.

Pottery.

Inquiries from exporters in other countries: France, wood stains; Pakistan, jute, cotton and tea; British West Africa, timber and mahogany; Holland, polystyrene and woollen stockings.

Inquiries from importers in the United Kingdom: Horse meat, saltéd beef, condensed milk, canned fruits, dried fruits, fresh fruits, fish and seed oils, industrial gloves, footwear, ice hockey equipment, timber, clothes pins, cocoanut matting, synthetic iron oxide and umbrellas.

Inquiries from importers in British West Africa: Textiles, hardware, canned meat and condensed milk.

Inquiries from importers in India and Pakistan: General foodstuffs, liquid gold, chemicals, cobalt oxide, soda ash, cadmium sulphide, vegetable oils, machinery, agricultural machinery and tractors.

Inquiries were received from importers in the following additional countries: Mauritius, canned goods, cotton goods, hardware, pencils, pens, perfumery, essential oils; Burma, tobacco seeds; Singapore, condensed

milk; Egypt, oils, oilcakes, seeds, waxes, meals, asbestos and railway ties; Iraq, plywood, stationery, machinery and textiles; Israel, fishing tackle, lead, tiles, aluminum and coffee; Spanish Morocco, parcel post goods; Scandinavia, linseed oil and furs; Denmark, logging machinery, wool tapestry; Holland, camping goods, photographic material and plastic goods; Switzerland, asbestos; Iceland, agricultural machinery.

(Editor's Note—All information concerning the above-mentioned inquiries is on record in the office of the Commercial Counsellor for Canada, in London.)

Private Exporters of Japanese Goods Permitted to Buy Foreign Exchange

New procedure intended to stimulate Japan's export trade—Use of foreign exchange credits for importation of certain items also permitted—Approximately five per cent of returns from exports by private firms to be available for promotional activities.

By J. C. Britton, Commercial Representative for Canada

TOKYO, June 28, 1949.—The Japanese Government has been instructed to submit plans to the Supreme Commander of the Allied Powers (SCAP) under which private exporters of Japanese goods will be permitted to purchase foreign exchange credits. The procedure has been established with the object of stimulating Japan's export trade, as the yen foreign exchange credits received from private export transactions may be utilized for the purchase of foreign exchange to pay the travel and living expenses of Japanese or foreign personnel sent abroad for the purpose of increasing Japanese trade or production. The credits may also be used to pay commissions to foreign agents merchandising Japanese goods and for the payment of sales promotion expenses. It has not been possible since the occupation for Japanese firms to obtain foreign exchange to cover commissions for agents in foreign markets or for sales promotion expenses.

The SCAP directive also permits the use of foreign exchange credits for the importation of industrial raw materials, machinery, tools or other items designed to improve export production. In addition, they may be applied to the purchase of credit information, samples, catalogues and trade publications and to buy patent rights and services supplied by foreign technical and engineering consultants.

Exporters of Japanese goods will be allowed foreign exchange credits from private export transactions in amounts ranging from 3 per cent for items such as raw silk, bulk metals, rolling stock and other items sold in large quantities to 10 per cent for light machinery, highly finished textiles and sundry goods. It has been estimated that, under the plan, approximately 5 per cent of the total proceeds of Japanese exports by private firms will be available for trade promotional activities.

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.

Financial and Exchange Problems Dominate South African Economy

Downward tendencies exhibited by business at the end of 1948 have continued—Current difficulties underlined by attention paid to continuing gold price problem and other factors influencing the balance of payments position.

By S. V. Allen, Commercial Secretary for Canada

(£ equals \$4.03 Canadian)

JOHANNESBURG, June 20, 1949.—Economic and trade conditions in the Union since the beginning of the year have been dominated by the country's foreign exchange and financial problems with the result that factors normally used to measure business conditions are obscure. It is clear, however, that after the record levels established by most indexes of business activity in 1948, the downward tendencies exhibited towards the end of the year have continued. Apart from the control over sterling area imports announced in late February and the import ban imposed on March 4 on additional items, the attention paid officially to the country's continuing gold price problem and other factors influencing the balance of payments position underline the Union's current difficulties. Special steps were taken to encourage international recognition of the Union's gold problem, especially by the countries affected by import control. Discussions took place in May between the Union Treasury and visiting officials of the International Monetary Fund regarding sales of non-monetary gold.

As a consequence of the import control measures, the distributive trades have been concerned about their future stock position. Even the seasonal post-Christmas season contraction in retail turnovers failed to materialize as luxury buying was renewed. Whereas during most of 1948 competitive conditions prevailed, this is no longer the case except in cheaper lines where inventories are heavy. Many traders in luxury imported goods have been saved from certain bankruptcy by the protection against further competition which the import regulations provide. Nevertheless, heavy indenting from sterling sources since early November of last year, plus existing stocks, will provide adequate consumer goods for some months to come. Additional price control regulations have been issued since the first of the year to prevent increased retail prices for many lines, but six months after the import regulations were first imposed the supply position of most lines is still satisfactory and there are few signs of developing black markets. In anticipation of a shortage of supplies, restrictions have been imposed on the sale and supply of tea and coffee. Retail sales are limited to a pound at a time, and bulk sales to dealers are restricted to 75 per cent of average monthly purchases in the six months period ending March 31.

Trade Deficit of Union Declines

Although the Union's import trade during the first four months of 1949, valued at £113 million, was £8.5 million higher than the January-April period of 1948, imports from hard-currency areas declined appreciably. Non-sterling imports for the first quarter, according to the Reserve Bank, had an approximate value of £38 million, as compared with £52

million during the last three months of 1948. Corresponding figures covering imports from the sterling area show an increase from £ 39 million to £ 48 million. The trade deficit, taking account of exports, has decreased from £ 68 million for the last quarter of 1948 to £ 59 million, the deficit with non-sterling areas having dropped from £ 43 million to £ 23 million, while that with sterling countries rose from £ 25 million to £ 38 million, reflecting the shift in purchases to the latter after hard-currency exchange control was imposed. The Union's unfavourable balance of payments for the first quarter of the year was reflected in a loss of gold and exchange holdings of the Reserve Bank of £ 34·4 million.

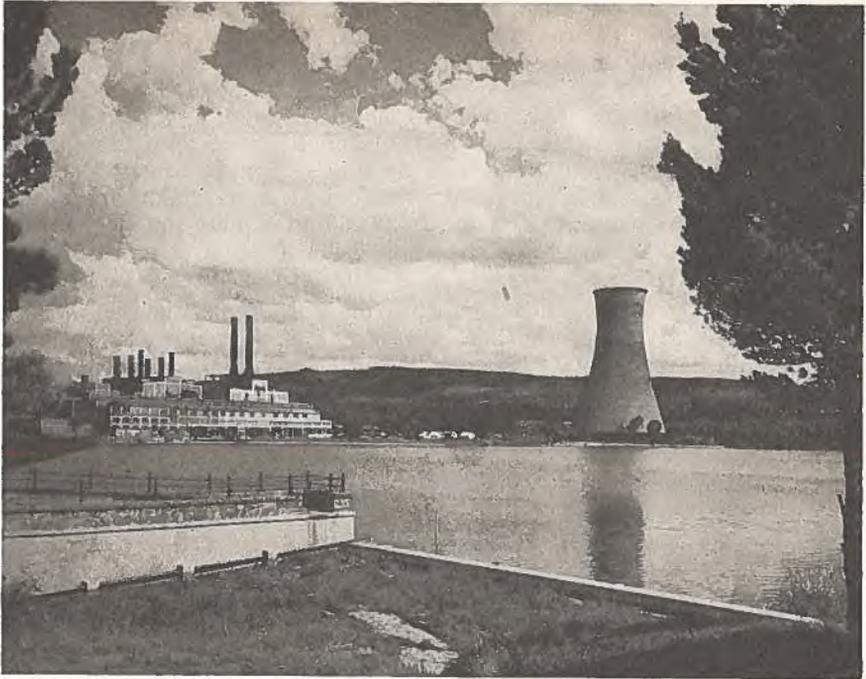
Drastic Import Controls Continuing

Although the Union's non-sterling deficit for the first three months has been reduced to about the level of its gold production, no relaxation of the severe import control measures, applicable to both sterling and non-sterling imports during the last half of 1949, will be possible until next year. By then it is confidently expected that the country's foreign exchange receipts and outlays will be nearly in balance. To achieve this objective it is believed that imports must be limited to about £ 80 million from all sources, as compared with £ 188·7 million during the last half of 1948. Essential raw materials of sterling origin are to be limited to 25 per cent of importers' purchases in 1948, and those from the non-sterling areas to 16½ per cent. Import permits for capital goods and equipment will have second call on the available foreign exchange, but importers of consumer goods will have to rely on their present stocks, plus whatever they can obtain from local sources. It is questionable if the raw material exchange allocations will be sufficient for certain consumer goods industries to keep operating at full capacity.

The Minister of Economic Affairs has stated publicly that other measures must be adopted to improve the foreign exchange situation, in addition to import control, which by itself would not be sufficient. Increased production in agriculture and mining, especially of items for export, was considered of prime importance. Secondly, the encouragement of foreign investment in the country was essential. Also the government would give more encouragement to the tourist industry. The South African Tourist Corporation, a government organization, has obtained authority for the expenditure of £ 6,896,000 on the construction of new hotels and alterations to existing ones, of which £ 3,000,000 will be for new hotels. Due to improved railway and less congested port facilities, the export traffic in coal, manganese and chrome ore is increasing appreciably, and further improvement is expected.

Contraction of Internal Credit Urged by Commerce

At the end of February, the Johannesburg Chamber of Commerce published a detailed memorandum covering the country's economic position, in which it was urged that short-run measures to alleviate it should include a drastic curtailment of government and other spending for large projects which could be delayed, and specific measures to encourage saving and investment. This organization also supported the import control measures as another short-run method of restoring the country's financial stability. They pointed out, however, that such measures by themselves will not correct the country's over-spending and that excess purchasing power must be directed to savings if severe inflation is to be avoided as consumer goods become more scarce. The Chamber's diagnosis of the country's difficulties is based on the premise that the country overspent its own gross national product by 9 per cent in 1946,



South Africa—Power station in Pretoria.

South African Railways Photo.

20 per cent in 1947, and somewhat more than 20 per cent in 1948, and that the high level of consumption and investment of 1948 could only be achieved by an increasingly adverse balance of payments entailing extensive borrowing from abroad and a heavy drain on the country's monetary assets.

The government has already postponed a large number of capital projects, and municipalities and other official organizations including the railways have been directed to do likewise. To curtail expenditure by local authorities, the Treasury has refused to sanction loans for new road construction, new plant or new motor vehicles, although financing for water and sewerage schemes will be approved in certain circumstances. Private bank credit to commercial organizations in line with the Reserve Bank's request of December last has declined. To relieve inflationary pressure the banks were asked to restrict advances in the case of less essential and over-developed industries and to contract credit facilities for non-productive purposes as a matter of positive public policy, providing unnecessary disturbances were avoided. By the end of April, the commercial banks demand deposits had declined in four months by £46·4 million, while combined discounts, advances and investments of the banks dropped by £10·1 million.

Retrenchment Budget Introduced

The Union's 1949-50 Budget, presented by the Minister of Finance in March, anticipates a deficit of £590,000 on Revenue Account, as compared with an expected surplus of £7,590,000 for the year 1948-49. Expenditure for the next year, forecast at £140,173,000, involves an increase over the previous year's revised estimate of £135,800,000, which is attributed to rising governmental costs and cost-of-living subsidies.

Revenue computed on the 1948-49 basis of taxation, after allowance for an appreciable decline (£4.7 million) in customs duties, due to import controls, and smaller inland revenue collections (by £2.4 million) is estimated at £137,850,000 for 1949-50. The deficit of £2,323,000 will be offset by additional revenue (£1,800,000) from a restored 20 per cent surcharge on assessments of normal and super income taxes, which was dropped the previous year, and by other changes in taxation. The few concessions made in the Budget included a reduction in revenue from customs duties estimated at £127,000 in which the gold mining industry would share to the extent of £50,000 through changes in duties on imported supplies.

Estimated government expenditure on Loan Account for the year ending March 31, 1950, reflects the government's policy of retrenchment. Applications from government departments totalling £104 million were reduced by over £29 million to £75 million. The main items comprising this figure include £30 million to finance expected deliveries of new rolling stock for the railways, and £11.25 million for final installations on the £22.5 million capital and development scheme which the government is subscribing for the expansion of the iron and steel industry.

Rail Freight Rates Raised

In spite of the record volume of freight handled and high revenue earned by the South African Railways during the year 1948-49, an operating deficit of £3,655,000 is expected. High operating costs, especially increased salaries, wages, cost-of-living allowances and heavier overtime payments, contributed to total expenditures of £91.6 million, originally budgeted at £81.2 million. Revenue for railway, air and harbour services, however, yielded £87.9 million, compared with estimates of £83.5 million. Capital expenditure for the coming year will be limited to £32.2 million, of which £14.5 million will cover new rolling stock or materials and £12 million for major projects already commenced. The limited loan funds available have necessitated deferred construction of badly needed new lines and other important development work. The country's road-building and road-surfacing programs have been curtailed for similar reasons. To meet estimated expenditures of £93 million during the current year, an average 7½ per cent increase in all tariffs, except for gasoline and air services, was imposed on April 1. The increased rates are expected to yield £5.4 million, of which a considerable part must be absorbed by the commercial community, which is not permitted to raise prices correspondingly where the items concerned are under price control. In justification of the increase, the Minister of Transport told Parliament that working costs on a train-mile basis had increased 93 per cent since 1939, whereas freight rates and passenger fares have advanced only 20 and 10 per cent, respectively.

Gold Output Up Slightly

Gold production in the first four months of 1949 totalled 3,769,250 fine ounces, 92,062 ounces more than the January-April period of 1948. The tonnage of rock milled in March, totalling 4,738,000 tons, was the best since January, 1948. If the more satisfactory influx of native labour continues, the decline in milled tonnage may be checked, even though no pronounced rise in milling can be expected this year. Average working costs were 26s. 6d. per ton for 17,973,000 tons milled in the four months, as compared with 26s. 4d. per ton for an output of 18,479,000 tons in the corresponding period last year. The average grade of ore was 4.013

dwt per ton, a slight increase over the 1948 average of 4.012 dwt, but less than the 4.016 dwt per ton recorded for the first four months of 1948.

For some months a special commission has been examining conditions of employment in the gold mining industry, especially wages paid and hours worked in the light of scarce labour and a declining output. The government mining engineer, in a memorandum submitted to the commission in April, forecast that the 1948 milling rate of 58 million tons will be maintained for at least 25 years before an appreciable decline sets in, providing there is no further deterioration in the labour supply. This is a more favourable official forecast than the one last made in July, 1947, and is based on prospecting results in the Orange Free State and Western Transvaal since then. The probable establishment of several additional mining areas, which would offset the declining production of the Witwatersrand mines, is indicated by these results, and it is even possible that as other ore bodies are discovered, this date would be pushed further into the future. Gold yield on the basis of the same estimates will increase to over 16.5 million ounces per annum by 1962, of which about 50 per cent is expected to be produced by the Orange Free State mines by that time.

Gold Development Costs High

Estimates submitted at the same hearing showed that, whereas gold mines in South Africa could be brought into a reasonable scale of production before the war for an expenditure of around £3 million, plus an additional investment of £2½ million in the first ten years of their life, few mines today can commence production before £6 million are expended in capital developments, plus post-production capital outlays of around £7.5 million. Under South African legislation, the redemption of such capital expenditures is a first charge on the profits of the enterprise, and the mine is not taxed until its capital expenditure has been redeemed. As a result, mines take longer to become profitable to their shareholders and the state alike. Facts such as these explain the country's dissatisfaction with the present price of gold, and the short-run relief measures adopted to maintain continued investment in the country's largest single industry. It is widely appreciated, however, that the industry's ability to reduce working costs and the capital costs of bringing new mines into production is also an important factor.

Steps Taken to Improve Union's Exchange Situation

Several important developments directly related to the country's foreign exchange problem took place during the first four months of the year. To meet import liabilities on dollar account, the Union drew \$10 million of the \$25 million which can be drawn in any one year from the International Monetary Fund. As the sterling balances declined, eight repayments of £5 million each were made by the United Kingdom against the Union's £80 million gold loan of 1948. The government has indicated that to the extent that a continuing unfavourable payments balance with the sterling area makes such action necessary, the Union will request further repayments in sterling. The Minister of Finance announced that official approval had been given to the sale by the Reserve Bank through a London firm of bullion dealers of a quantity of 100,000 ounces of gold, to be used for non-monetary purposes, at a price of \$38.20 per fine ounce. The premium over the official price is to be used for the benefit of the miners. Producers will not benefit directly from the increased price. A company has also been registered in the Union

and a factory is to be erected for the manufacture of gold articles on a substantial scale. The government has recognized, however, that such operations will not solve the Union's gold price problem, even though the premium received over the world price will be important to the mining industry and to the country. The Minister of Finance has also confirmed that negotiations are being conducted with the Export-Import Bank, in Washington, for a line of credit which will obviate more serious restrictions on trade with the United States.

National Finance Corporation Established

The Minister of Finance has introduced legislation to establish a special finance institution to provide more effective short-term investment facilities in the national economic interest. This measure to create a money market for temporarily idle funds, for which there is no outlet at present, has been endorsed by the country's leading financial institutions who are subscribing the initial capital of £1 million and who will share in the management. The National Finance Corporation will accept deposits in large amounts from commercial banks, insurance companies, building societies and mining groups, repayable at call or after notice, for investment in Treasury bills or other securities of the Union Government, or in those of civic authorities, public utility undertakings or in redeemable debentures of mining or other industrial enterprises. By this means, the government expects to mobilize capital for development purposes which cannot be borrowed on satisfactory terms. The South African Reserve Bank is to finance any excess withdrawals of deposits over and above the corporation's cash resources. To facilitate participation of foreign capital in the Union's development, the corporation may issue debentures or debenture stock abroad, thus providing foreign investors with semi-gilt-edged securities of a short-term nature.

The government has appointed a committee to investigate the working of this country's income tax laws, except for provisions relating to gold mining, which were investigated by a special committee in 1945. The committee is empowered to make recommendations regarding the scope and burden of taxes, and their economic effects, the removal of anomalies and hardships, improvements in assessment, collection and administration, tax evasion, and the simplification of taxation in general. The committee is to examine also the existing provincial system of income tax, and may recommend amendments to the 1945 Act.

Agriculture Helps Earn More Exchange

The brightest spot in the country's export picture has been the marked increase in foreign exchange receipts from overseas sales of wool. During the current wool season, sales were almost 50 per cent higher in value than last year—about £31 million as compared with £22.5 million. Due to a steady overseas demand, the average price obtained was 35.67d. per pound as compared with about 26.59d. per pound last year.

Maize exports, however, have been banned as a result of drought conditions. The latest estimate of the maize crop in March was 20,419,000 bags, as compared with 32,256,000 bags the previous year. As a result of a heavy carry-over, the supply will be adequate for the year. The basic growers' price of 22s. per bag (200 pounds) has been continued for this year.

The outlook for wheat and winter feeding grains has improved recently, and conditions are favourable as a result of rains. Producers'

prices will not be changed in the 1949-50 season. The basic price for Class B grade I wheat has again been set at 43s. per bag, or about \$2.60 per bushel.

Adverse weather conditions throughout the Union have affected the potato crop in most areas except certain parts of Cape Province.

British Export Totals During May Mostly Below Monthly Target Figure for Year

Shipments of certain items, such as automobiles, cotton yarns, wool tops, plate and sheet glass, higher than the monthly level sought—Coal exports well below expectations.

BRITISH exports of most commodities last May are below the monthly target figure established for the end of 1949, as indicated in the following table published in the June 25, 1949, issue of the *Board of Trade Journal*. The principal deficiency is provided by coal, exports in May having amounted to £3,700,000, whereas the target figure set for the end of this year is £6,000,000 a month. Exports during May of some items, such as iron and steel, electrical machinery, textile machinery, private automobiles, commercial vehicles, locomotives and other railway rolling stock, rubber tires and tubes, cotton yarns, wool tops, plate and sheet glass, cement and toilet preparations, were higher than the target figure established.

British Exports, on Monthly Basis

(£'000,000)

Products	Fourth Quarter 1948	First Quarter 1949	April 1949	May 1949	Target End 1949
Food, drink and tobacco					
Whisky, gin and other spirits	1.62	1.52	1.11	1.59	1.62
Beer	0.19	0.23	0.24	0.25	0.42
Refined sugar	1.24	1.47	1.28	0.99	1.00
Chocolate and sugar confectionery	0.80	0.63	0.56	0.58	0.65
Biscuits	0.39	0.35	0.28	0.31	0.40
Other food and drink	2.53	2.31	1.71	2.10	2.21
Tobacco	1.52	1.62	1.51	1.68	1.45
Total	8.29	8.13	6.69	7.50	7.75
Raw materials					
Coal	4.18	3.61	3.12	3.70	6.00
China clay	0.14	0.09	0.13	0.13	0.15
Other raw materials	2.27	2.79	2.17	2.13	2.50
Total	6.59	6.49	5.42	5.96	8.65
Iron and steel	10.08	10.33	9.90	10.60	10.50
Non-ferrous metals	5.39	5.80	5.21	5.37	4.00
Implements, instruments, etc.					
Cutlery (including razor blades)	0.35	0.40	0.31	0.40	0.55
Scientific instruments (including photographic) ..	0.90	1.01	0.93	1.11	1.04
Other implements, etc.	2.50	2.61	2.37	2.50	2.61
Total	3.75	4.02	3.61	4.01	4.20
Electrical goods and apparatus					
Wires and cables	2.12	2.20	2.04	2.29	2.20
Wireless apparatus	0.96	1.04	0.95	1.05	1.32
Telephone and telegraph apparatus	1.23	1.25	1.22	1.27	1.40
Lighting apparatus	0.58	0.60	0.51	0.55	0.70
Other electrical goods	1.66	1.77	1.64	1.85	1.88
Total	6.55	6.86	6.36	7.01	7.50
Machinery					
Agricultural machinery (other than tractors and parts)	0.56	0.57	0.45	0.53	0.55
Boilers and boiler-house plant	0.75	0.92	0.91	0.71	1.15
Conveyers, cranes, hoists, etc.	0.75	0.89	0.77	0.79	0.92

British Exports, on Monthly Basis—Continued

(£'000,000)

Products	Fourth Quarter 1948	First Quarter 1949	April 1949	May 1949	Target End 1949
Machinery—Concluded					
Electrical machinery	2.75	3.45	3.24	3.01	2.85
Machine tools (metal working)	1.35	1.41	1.21	1.37	1.45
I.C. engines	1.45	1.72	1.71	1.90	1.72
Pumps	0.57	0.63	0.62	0.65	0.65
Textile machinery	3.20	3.72	3.28	3.46	3.24
Other machinery	9.56	10.59	9.89	10.39	10.47
Total	20.94	23.90	22.08	22.81	23.00
Vehicles					
Private cars, including chassis	5.24	5.33	5.27	6.55	5.50
Commercial vehicles, including chassis	3.35	3.64	3.34	3.91	3.50
Agricultural tractors, complete (other than track laying)	1.97	2.29	1.47	1.55	2.00
Railway locomotives and rolling stock, etc.	2.02	2.39	2.30	2.24	2.05
Ships and boats	3.88	3.36	2.57	3.66	2.50
Aircraft, including parts	1.85	3.13	1.78	2.49	2.75
Motorcycles and parts	0.63	0.70	0.52	0.64	0.75
Pedal cycles and parts	1.62	1.89	1.78	1.96	1.75
Other vehicles and parts	2.10	2.50	2.41	2.89	2.08
Rubber tires and tubes	1.04	1.21	0.99	1.36	1.25
Total	23.70	26.44	22.43	27.25	24.13
Cotton					
Yarns	1.65	2.21	2.20	1.99	1.85
Finished thread*	1.16	1.05	1.19	1.02	1.15
Piece-goods and other manufactures	10.26	11.09	10.03	11.57	12.10
Total	13.07	14.35	13.42	14.58	15.10
Woollens and worsteds					
Tops	1.38	1.36	1.73	1.94	1.65
Yarns	1.15	1.35	1.12	1.20	1.70
Piece-goods, blankets, etc.	5.30	5.45	4.34	4.75	6.00
Carpets	0.82	0.90	0.92	0.76	1.00†
Total	8.65	9.06	8.11	8.65	10.35
Rayon and silk					
Rayon yarns and manufactures	3.22	3.74	3.30	3.85	4.30
Silk yarns and manufactures	0.15	0.13	0.09	0.12	0.15
Total	3.37	3.87	3.39	3.97	4.45
Miscellaneous textiles					
Linen yarns and manufactures	1.55	1.60	1.30	1.30	1.65
Other manufactures	0.77	0.74	0.63	0.89	0.85
Total	2.32	2.34	1.93	2.19	2.50
Apparel					
Knitted goods	1.34	1.19	1.09	1.08	1.70
Other clothing	1.51	1.51	1.22	1.18	2.00
Total	2.85	2.70	2.31	2.26	3.70
Footwear					
.....	0.61	0.50	0.41	0.46	0.90
Chemicals, drugs, etc.					
Chemicals, dyes and dyestuffs, paints, pigments, varnishes, etc., and other products	5.75	5.96	5.31	6.30	7.25
Drugs and medicines	1.39	1.55	1.58	1.79	1.75
Total	7.14	7.51	6.89	8.09	9.00
Oils, fats and resins					
Refined petroleum, etc.	0.57	0.56	0.78	0.46	0.80
Other oils, soap, wax, etc.	0.41	0.42	0.52	0.62	0.55
Total	0.98	0.98	1.30	1.08	1.35
Pottery, glass, abrasives, etc.					
Pottery	1.72	1.90	1.51	1.71	2.29
Plate and sheet glass	0.36	0.45	0.40	0.55	0.46
Other glassware	0.35	0.37	0.34	0.43	0.48
Asbestos manufactures	0.47	0.50	0.41	0.49	0.49
Cement	0.67	0.76	0.68	0.86	0.50
Other products	0.35	0.38	0.35	0.43	0.48
Total	3.92	4.36	3.69	4.47	4.70

* Excludes hank thread.

† Revised target, agreed with the industry.

British Exports, on Monthly Basis—Concluded
(£'000,000)

Products	Fourth	First	Target		
	Quarter 1948	Quarter 1949	April 1949	May 1949	End 1949
Leather and leather goods	0.75	0.80	0.81	0.77	1.05
Paper and paper manufactures	1.97	2.00	1.74	2.03	2.15
Rubber manufactures	0.54	0.55	0.46	0.53	0.67
Other manufactures					
Floor coverings	0.56	0.53	0.54	0.42	0.85
Jewellery and goldsmiths' and silversmiths' wares	0.33	0.27	0.27	0.38	0.58
Musical instruments	0.43	0.36	0.32	0.41	0.49
Toilet preparations	0.23	0.35	0.39	0.43	0.34
Toys	0.37	0.17	0.29	0.23	0.35
Other products	6.79	6.95	5.89	6.73	7.94
Total	8.71	8.63	7.70	8.60	10.55

Bacon Production in Ireland Has Recovered Rapidly Since War

Exports expected to be resumed in near future—Industry consists mainly of processing agricultural products and of manufacturing from imported materials for local market—British Government agreed to permit additional exports to Great Britain and Northern Ireland.

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

(Editor's Note—This is the third in a series of articles on economic conditions in Ireland, prepared for **Foreign Trade**. Mr. Priestman is presently in Canada, having returned on leave.)

DUBLIN, May 5, 1949.—Bacon production, which was formerly an important factor in the economy of Ireland, suffered from a shortage of feeding stuffs during the war, but is recovering rapidly. Bacon is in fair supply on the home market, and it is expected that exports of bacon and of butter will be resumed in the near future. Industry in this country consists largely of processing agricultural products, and of manufacturing from imported materials for the local market, as there is little coal, iron or other mineral resources in Ireland.

The British Government agreed last March to the exportation of a wide range of Irish manufactured goods to the United Kingdom and to Northern Ireland, the aggregate value of which it was hoped would reach £3,000,000. Quotas have been set for about fifty types of goods, which include certain kinds of agricultural machinery, medical preparations, custards, tomato preparations, combs, brushes, buttons and ties. General licences have been granted by Great Britain for trailer caravans, cordage, ropes, twine and certain kinds of gypsum. The footwear industry in Ireland is capable of producing at a much higher rate, if a market could be developed, but the total value of Irish footwear which may be imported by the United Kingdom is restricted to a value of £50,000. A total of 2,850 dozen pairs of boots and shoes, valued at £33,554, was exported from Ireland in the first quarter of 1949, which shows a marked increase from the 62 dozen pairs, valued at £976, for the same quarter in 1948.

Exports of Potatoes Increased

Among other exports which have definitely advanced are potatoes, from 6,643 cwt., valued at £3,653, to 124,505 cwt., valued at £71,517. Most of these went to the United Kingdom, which had undertaken, in the

Anglo-Irish Trade Pact of 1948, to purchase 50,000 tons of potatoes of the 1948 harvest. Ale, beer, and porter have improved from 189,182 standard barrels, valued at £980,596, to 200,150 standard barrels, valued at £1,015,099. Spirits (whisky, etc.) increased from 98,106 proof gallons, valued at £99,357, to 132,333 proof gallons, valued at £147,965. Flax exports were 19,546 cwt., valued at £212,950, in the first quarter of 1948, and reached 31,591 cwt., valued at £430,564, in the same period of 1949. Linen piece-goods showed some increase, from 236,373 sq. yds., valued at £47,081, to 255,800 sq. yds., valued at £55,647. Cordage, cables, ropes and twine, which were only 32 cwt., valued at £240, in the January-March period of 1948, rose to 1,954 cwt., valued at £15,528, in the same period of 1949. Exports of hats, caps, etc., have almost doubled, from 464 dozen to 842 dozen, with a corresponding increase from £5,232 to £9,875 in value. Hosiery exports have doubled in value, from £4,334 to £8,446. Canned beef exports continue to expand, from 26,308 cwt., valued at £188,393, to 33,450 cwt., valued at £265,739.

Among the export items which have shown a marked falling off are rabbit skins, whose value fell from £141,199 to £45,893, although the quantity shipped had dropped only from 167,713 dozen to 148,190 dozen. This had become a lucrative side line for farmers during the war years. Linen handkerchiefs, not in the piece, only amounted to 8,213 dozen in the first quarter of 1949, compared with 16,772 dozen in the first quarter of 1948, and the value fell accordingly from £10,405 to £5,190. Knitted gloves, which are a rural industry fostered by the government, declined from 4,462 dozen pairs valued at £9,114 to 1,996 dozen pairs, valued at £4,481. Exports of woollen and worsted yarns dropped from 259,538 pounds, valued at £104,218, to 72,565 pounds, valued at £21,400. Although shipments of woollen and worsted tissues have increased to 190,680 pounds, valued at £79,866, the industry is capable of producing a much greater quantity, and large stocks of tweed and homespun remain in store.

Capital expenditure by the government on housing, electrical development, fuel resources, and the various agricultural schemes create a demand for labour and for a wide range of raw materials. A brick-making plant is being erected in the suburbs of Dublin, and is expected to be in production within a few months. Facing bricks in a variety of colours will be produced to sell at approximately £9 per ton.

National Transport System Raises Fares

In an effort to improve the financial position of the national transport system, known as C.I.E., the Irish Government has authorized the abolition of 1d. and 1½d. bus and tram fares in Dublin City, making the minimum fare 2d.; and a substantial general increase has been granted throughout the country. Transport expenses are an important item in many family budgets. The steady growth of the city means that many people have fairly long journeys to work, shopping, and school; hence the increases have aroused considerable protest from urban bus travellers who have to subsidize rail transport in the thinly populated rural areas, although local fares were one of the few things that had remained at prewar levels.

The Minister for Industry and Commerce, when answering protests in Dail Eireann (the Irish Parliament) against the increase in fares, stated that "the position could not be more serious". C.I.E.'s losses in 1947 amounted to £900,000, and in 1948 had grown to £1,400,000. Its continued operation is only made possible by support from the National Exchequer. The company, since 1945, has been operated by a board of directors, of which the chairman, who had exceptional powers, was nominated by the government. Shareholders, passengers, employees, and the

government have been dissatisfied with the transport situation. The government appointed Sir James Milne, an eminent British railway authority, to survey the Irish transport system and make recommendations. Sir James made a number of suggestions for retrenchment, among them increased fares and a reduction in staff which would mean a saving of 5 per cent on the wage bill. Since the wage bill of C.I.E. amounts to £6,500,000 per annum, and it employs approximately 20,000 people throughout the country, its future is important to all sections of the community, including the shareholders of the transport companies which were absorbed by C.I.E.

The government has recently made an advance of £1,800,000 debentures to enable the company to carry on until May 31, and a Bill to nationalize the transport system will then be introduced.

M.V. City of Ottawa Going on India Service

Transportation facilities between Canada, Egypt, Pakistan and India will be extended by the decision of the Ellerman & Bucknall Steamship Company, Limited, to place the new M.V. *City of Ottawa* in operation on this route. This modern vessel, which has comfortable accommodation for twelve passengers, has a speed of seventeen knots, and will complete the voyage from Montreal to Alexandria in eleven days, and to Bombay in seventeen days.

United States Imports Continue Downward Trend

Washington, June 27, 1949.—(FTS)—United States imports from all continents, other than Asia, were lower last April than in March, continuing the downward trend apparent for several months. The value of goods imported by this country in April was \$534,000,000 as compared with a value of \$632,000,000 in March.

Imports from Europe were valued at \$66,900,000, which represents a decline of \$23,800,000 from March and is 16 per cent lower than in the corresponding month last year. Purchases from South America, amounting to \$109,800,000 in April, were 12 per cent lower than in March but \$6,000,000 higher than in April last year.

Imports from Africa during April were less than half the March total—\$21,100,000 in April and \$47,300,000 in March. The April figure is \$7,600,000 lower than imports during April, 1948. Imports from the Union of South Africa for the month of April totalled \$6,300,000, a figure which is exactly one-half of the March import value and \$3,200,000 less than in April, 1948.

Only imports into the United States from Asia showed any increase in April. Asiatic countries shipped products valued at \$120,600,000 in April as compared with \$118,000,000 in March and \$103,700,000 in April, 1948.

In April, 1949, the United States shipped to Europe products valued at about six times as much as it received from the same European countries. ECA countries which showed the greatest decreases in their shipments to the United States from March to April were: the United Kingdom, from \$22,800,000 to \$14,100,000; and Belgium-Luxembourg, from \$11,000,000 to \$6,200,000.

Paul G. Hoffman, Economic Co-operation Administrator, advised the Senate Appropriations Committee that the United States must double the current volume of its imports from Western Europe by 1951 or concede failure of the European Recovery Program.

Great Britain Importing Larger Quantities of Feedingstuffs

Efforts being made to stimulate production of pigs—Argentina is principal source of supply, but variety of feed also sought in many other lands—Shortage of dollars precludes desirable purchase of coarse grains in large volume from Canada.

By Roy W. Blake, Assistant Commercial Secretary (Agricultural Specialist)

LONDON, June 27, 1949.—Additional feedingstuffs will be made available this year to stimulate the production of pigs in the United Kingdom. Present stocks will provide the initial bonus, but it is expected that larger imports of feedingstuffs will be made to meet requirements. The principal source of supply is Argentina, which should provide between 400,000 and 500,000 tons of oil cake and meal during the next twelve months, following the negotiation of a trade agreement with that country. It is likely that large quantities of maize and barley will also be obtained from Argentina. Imports of feedingstuffs will be largely determined by the overall balance of trade, and any substantial increase in the shipments of meat will reduce the British need for feedingstuffs.

The Ministry of Agriculture would prefer to purchase coarse grains from Canada, but its shortage of dollars renders necessary the importation of feedingstuffs from soft-currency areas. Russia and Australia are also large producers of coarse grains, but small quantities may be obtained from Hungary, Yugoslavia, Syria, French North Africa and French Morocco, Tripolitania and some offals may be available from France. The Argentine supplied nearly 400,000 tons of oil cake and meal last year, and 125,000 tons of feeds were obtained during the last six months from the following countries:

France—Oil cake and meal, palm kernel, soya, copra, nigerseed, rapeseed and sesame.

British East Africa—Copra, cottonseed cake, groundnut oil cake.

China—Cottonseed cake.

Manchuria—Soya meal, imported through Russia.

Pakistan—Cottonseed cake.

Paraguay—Cottonseed cake.

Brazil—Cottonseed cake and groundnut cake.

Anglo-Egyptian Sudan—Groundnut cake and sesame cake.

French North Africa—Soya meal, groundnut cake and palm kernel cake.

Turkey—Sunflower cake and cottonseed cake.

Fiji—Cottonseed cake.

Feedingstuffs Sought in Soft-currency Areas

Locust beans were obtained from Cyprus, Portugal and French North Africa, and rice bran from Burma and Egypt. The above list of countries indicates the extent to which efforts have been made to secure feedingstuffs in soft-currency areas. The small amount actually obtained indicates that some of the countries are small suppliers. It is acknowledged by the Ministry of Agriculture that it would be easier to buy feed in large quantities from the dollar area, but it is necessary that purchases should be made in those countries where sterling is acceptable. Supplies are obtained through the trade, except when government deals are unavoidable.



Canadian Pacific liner Beaver Glen, discharging in the Royal Victoria Dock, London, where it was reported this week that some 13,300 stevedores and other workers had halted by a walkout loading and unloading operations on 127 ships, including the Canadian S.S. Beaverbrae and Argomont.

Port of London Authority Photo.

The present policy has been questioned on several occasions in the House of Commons, members having explained that Great Britain was purchasing ever more finished products from the continent, where live-stock has been given feedingstuffs bought with dollars. Had the United Kingdom bought feedingstuffs for dollars, it is claimed that farmers in this country could have produced the meat themselves. This, the critics say, would save more dollars than the grains would cost by increasing the amount of meat produced at home.

However, the government has a limited supply of dollars, and has food contracts with Canada. If dollars were to be spent in the purchase of coarse grains, there would be less to spend on other essentials. Thus, it is considered preferable to buy additional meat and meat products in the soft-currency area, and to allocate dollars for wheat, bacon, cheese, eggs and egg products. It is also recognized that the world supply of feedingstuffs is increasing, and the British Government will be in a more favourable trading position.

Greek Merchant Marine Regains Importance in World Shipping

Increase of 35 ships, of 100,000 gross tons, recorded last year—Fleet may be considered an essential source of national revenue—Merchant marine totalled 305 ships, of 1,304,083 gross tons, in 1948.

By T. J. Monty, Commercial Secretary for Canada

ATHENS, June 2, 1949.—Greece has made considerable progress since the war in the development of her merchant marine, which suffered severely during the period of hostilities, and recorded a total of 305 vessels, of 1,304,083 gross tons, at the end of last year. The majority of these were cargo-carriers and tankers, but there were 34 classed as passenger steamers, and one as a transatlantic liner. An increase of 35 ships, of 100,000 gross tons, was recorded during the past year. The merchant fleet is again an important factor in world shipping, and may be considered an essential source of national revenue.

Greek Merchant Marine

	Sept. 1, 1939		Dec. 31, 1946		Dec. 31, 1947		Dec. 31, 1948	
	No.	G.R.T.	No.	G.R.T.	No.	G.R.T.	No.	G.R.T.
Steamships								
Cargoes and tankers	500	1,766,353	122	468,873	240	1,163,457	261	1,250,644
Passenger steamers	55	49,995	13	15,493	23	21,034	34	32,626
Transatlantic liners	1	16,990	1	16,990	1	16,990	1	16,990
Other steamers	21	3,977	2	237	6	2,963	9	3,823
Total	577	1,837,315	138	501,593	270	1,204,444	305	1,304,083

It may thus be seen from this table that, at the end of 1948, the strength of the Greek merchant marine was still some 272 vessels and 533,232 gross registered tons short of 1939 figures. It may further be pointed out that, while prewar cargo steamers averaged 3,500 tons, post-war cargoes average approximately 5,000 tons, the tendency being for cargoes of increased tonnage.

Seven Tankers Acquired in Past Year

During 1948, the Greek merchant marine benefited by the acquisition of seven tankers of a gross registered tonnage of 10,000 each, with a cargo load of 16,000 tons. This brings the tanker units belonging to the Greek merchant marine to 17, as at the end of 1948, constituting one-ninth of the total tonnage, and alters to some extent its character, as the great majority of vessels heretofore were cargoes and tramp steamers of a relatively smaller tonnage. These tankers, however, are expected to provide a steady and certain source of income, due to the ever-increasing world demand for fuel oil and liquid fuels in general.

The above brief review of the Greek merchant marine as at the end of 1948 is based on statistics released by the Greek Ministry of Mercantile Marine and refers to vessels under Greek flag.

It may be of interest, however, to note that, in accordance with figures published in the *Naftika Chronika*, a local shipping periodical, the strength of the Greek merchant marine under Greek flag, which at the close of 1948 numbered 314 vessels of 1,286,563 gross registered tons, recorded during the first quarter of 1949 a reduction by five ships and 8,926 gross tons, standing at the end of the quarter at 309 ships of 1,277,637 gross tons. The purchase is further reported of the Canadian Pacific passenger vessel, *Princess Alice*, 3,061 gross tons, which is to be renamed *Aeghaeon*. This was not included in the above figures, as it was still understood to be under delivery.

The Greek tonnage by category of steamer, as at the close of the first quarter of 1949, is said to be as follows:

	Ships	Gross Tons
Cargoes of prewar build	120	425,693
"Liberty" cargoes	96	690,466
"Krios" type cargoes	2	7,627
Tankers	12	90,983
Transatlantic	1	16,991
Passenger steamers	16	20,689
Other steamers	62	25,188
Total	309	1,277,637

In order, however, to form a clearer picture of the Greek merchant marine, account should be taken of vessels which, in accordance with the aforesaid shipping review, although owned by Greek shipowners, are under foreign registry, and, more specifically, under the Panama and Honduras flags.

Tonnage Under Panama Flag Active

In contrast to the Greek merchant marine under Greek registry, the tonnage under the Panama flag is reported to have displayed intense shipping activity during the first quarter of 1949. Thus, additions to the Panama tonnage comprised five tramps, of 30,757 gross tons, nine Canadian cargo ships, built during the war, of 64,515 gross tons, three tankers, of 17,708 gross tons; one passenger steamer, of 6,252 gross tons; and one small cargo vessel, of 771 gross tons, or a total of 19 vessels, 120,003 gross registered tonnage. Deletions represented nine ships, of 28,996 gross tons. This has resulted in a net gain of ten ships and 91,007 gross tons which, added to the strength at December 31, 1948, gives a present strength of 204 vessels, of 951,065 gross tons, broken down as follows:

	Ships	Gross Tons
Cargoes of prewar build	77	377,619
"Liberty" cargoes	49	352,109
Tankers	18	102,605
Transatlantic	6	62,727
Passenger steamers	4	20,686
Other steamers	50	35,319
Total	204	951,065

It is further reported that ten or more Canadian cargoes of the "Liberty" type have been purchased by Greeks and are due for delivery shortly, with their prospective transfer to the Panama flag and in further increase of this tonnage.

The Greek tonnage under the Honduras flag has also shown certain changes during the first quarter of the current year, with a resultant

increase in strength of two ships and 25,552 gross tons. Pursuant to this change, Greek tonnage under the Honduras flag, at March 31, 1949, breaks down as follows:

	Ships	Gross Tons
Cargoes of prewar build	2	2,468
Liberties	15	107,927
Tankers	6	57,981
Total	23	168,376

In recapitulating the strength of the Greek merchant marine under the Greek, Panama and Honduras flags, it is interesting to note that the total capacity is represented by 536 vessels, of 2,397,078 gross tons. This fleet falls short of the total in 1939 by 41 vessels, but exceeds the prewar total tonnage by 559,763 gross tons, analyzed as follows:

	Ships	Gross Tons
Cargoes of prewar build	199	805,780
Liberties	160	1,150,502
"Krios" type cargoes	2	7,627
Tankers	36	251,569
Transatlantic	7	79,718
Passenger steamers	20	41,375
Other steamers	112	60,507
Total	536	2,397,078

It may be pointed out that, in regard to the Greek merchant marine under foreign flag, Greek seamen are in the main employed, and this may be considered directly or indirectly as a source of national revenue.

As regards the contribution of the Greek merchant marine to the national revenue, in the form of remittances and foreign exchange resources, this, according to figures officially released, was estimated at \$10,732,900 in 1947 and at \$13,068,000 (£2,295,000 plus \$3,888,000) in 1948.

These figures are contested by shipping circles, which claim that considerable invisible remittances find their way into the country, and estimate that revenue in foreign exchange from the salaries of men serving on ocean-going vessels, alone amounts to \$14,000,000 per annum.

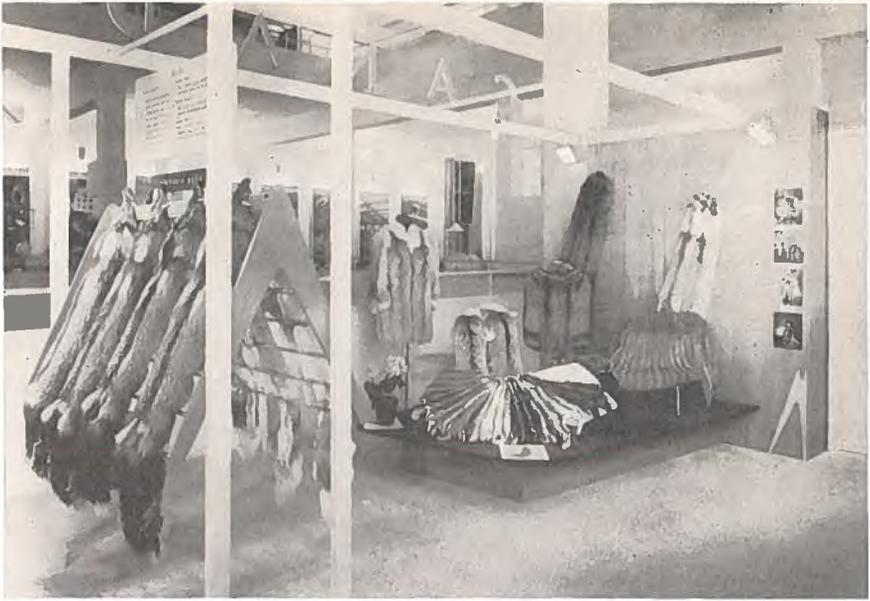
At any rate, revenues derived from the Greek merchant marine have always constituted one of the main contributions to the national economy of Greece, and also to the balance of international payments of the country.

Canadian Participation at Milan Trade Fair In Italy Attracted Considerable Attention

Fur section made profound impression while synthetic rubber exhibit created much curiosity—Some 6,000 firms, of which 1,600 were from foreign lands participated.

ROME, June 7, 1949.—(FTS)—Canadian participation at the Milan Trade Fair, held last April, attracted considerable attention. The fur section made a profound impression, while the exhibit of synthetic rubber created much curiosity. The sample of sponge rubber, for example, aroused an irresistible temptation for at least 3,500,000 visitors to poke it and pinch off small pieces as souvenirs. The enlargements of Canadian dairy cattle gave rise to many inquiries, and were of great educational value.

The number of inquiries from responsible firms was somewhat disappointing, due in large measure to the fact that the range of commodities for which exchange can be secured for purchases is restricted. Over half



Italy—Exhibit of Canadian furs at the Milan Trade Fair, which made a profound impression on a large proportion of the estimated 4,000,000 visitors. Some 6,000 firms participated.

of the inquiries were concerned with the market in Canada for Italian commodities. The pamphlet on Canada, in the form of a letter, was well received, and created much interest.

Some 6,000 firms, of which 1,600 were from foreign lands, participated in the trade fair, the 22 other countries represented being: Austria, Belgium, Bulgaria, Canada, Czechoslovakia, Colombia, Egypt, the Philippines, France, Germany (Anglo-American Zone and Russian Occupied Zone), Great Britain, Haiti, Hungary, Luxembourg, Norway, the Netherlands, Pakistan, Poland, South Africa, Switzerland, Turkey and Yugoslavia. Exhibitors from the following countries, not represented by official stands, participated in the trade fair: Argentina, Brazil, Denmark, Nyasaland, Spain, Sweden, the United States and Uruguay. It was estimated that the number of visitors exceeded 4,000,000.

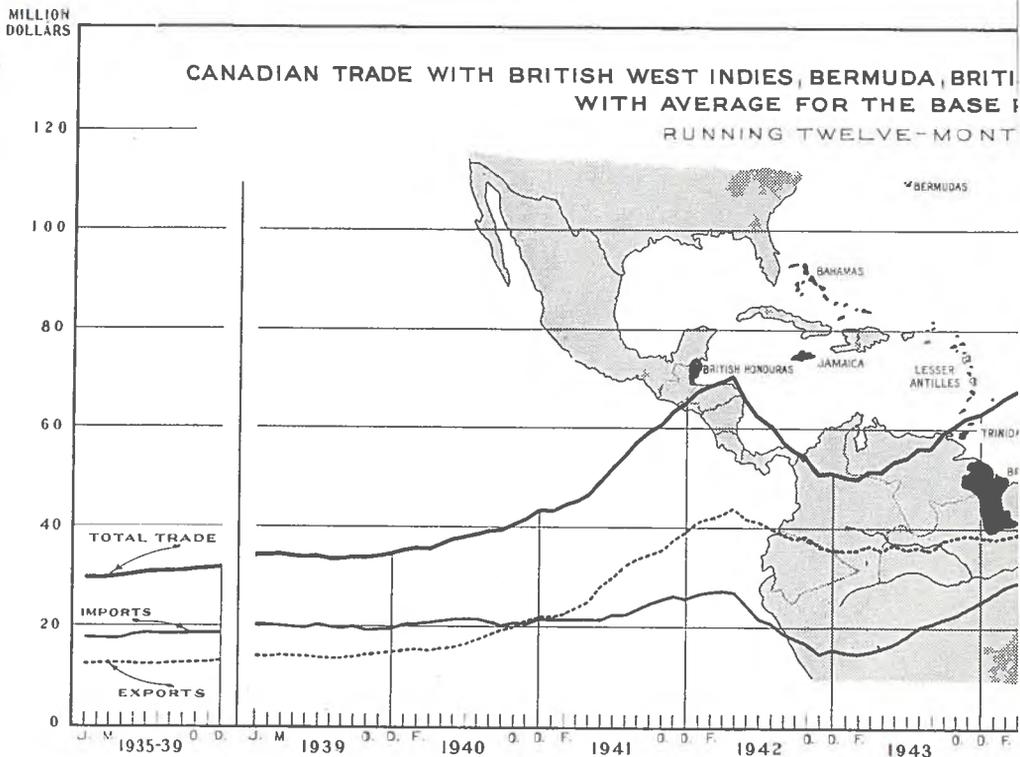
The Milan Trade Fair is a cross between the Canadian International Trade Fair and the Canadian National Exhibition, without its amusement park. It was open to the public from April 12 to 27, and to businessmen only on April 28 and 29. There was an entrance fee of 200 lire, or about 35 cents, and the trade fair actually showed a profit with such a heavy participation and attendance. On national holidays, the crowd was so dense that it was difficult to move about inside the fair grounds and the various buildings. One was swept along with the moving tide of humanity, and had little opportunity to stop and examine the exhibits.

Because of the heavy participation by foreign countries, it was not possible to dedicate any particular days to the different nations taking part. April 27 was designated as the "Day of All Nations", and the chiefs of diplomatic missions in Italy were invited to attend on that day. It was climaxed by a gala performance at the famed La Scala opera in the evening. The Canadian Ambassador visited the trade fair on April 25, being warmly welcomed by the authorities and tendered an official luncheon. The fair was officially opened by the President of the Republic, with the traditional Italian flair for pomp and ceremony.

CANADIAN TRADE WITH CANADIAN EXPORTS

Country	Twelve Months ended August					
	Average 1935-39		1947		1948	
	Value \$'000	Per cent	Value \$'000	Per cent	Value \$'000	Per cent
Bermuda	1,350	10.8	4,878	6.2	4,416	6.8
British Guiana	1,258	10.1	9,493	12.0	9,340	14.3
British Honduras	251	2.0	1,351	1.7	1,072	1.6
British West Indies —						
Bahamas	1		2,318	2.9	3,930	6.0
Barbados	1,155	9.3	8,221	10.4	6,371	9.7
Jamaica	3,751	30.1	18,500	23.3	15,688	24.0
Leeward and Windward Islands	1		5,231	6.6	6,341	9.7
Trinidad and Tobago	3,123	25.1	26,033	32.8	18,244	27.9
Other	1,569	12.6	3,260	4.1	Nil	
TOTAL	12,456	100.0	79,285	100.0	65,384	100.0

¹ Included with "Other".



Canadian trade with the British West Indies, for trade statistical purposes, includes trade with British Guiana, British Honduras, Jamaica, Leeward and Windward Islands, Trinidad and Tobago, and Bermuda.

BRITISH WEST INDIES

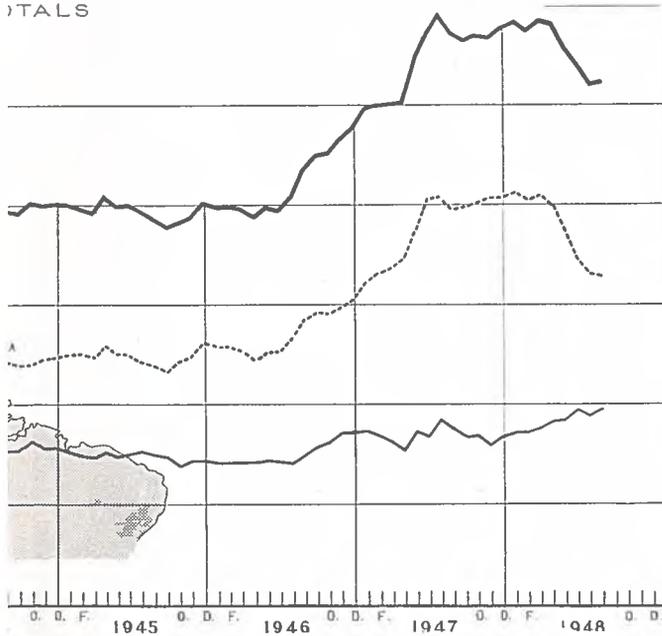
Canadian Imports

Country	Twelve Months ended August					
	Average 1935-39		1947		1948	
	Value \$'000	Per cent	Value \$'000	Per cent	Value \$'000	Per cent
Bermuda.....	102	0.6	113	0.3	62	0.2
British Guiana.....	5,348	29.0	11,716	33.5	15,488	39.7
British Honduras.....	85	0.5	843	2.4	642	1.6
British West Indies—						
Bahamas.....	1		383	1.1	588	1.5
Barbados.....	3,354	18.2	8,314	23.8	5,955	15.3
Jamaica.....	5,291	28.7	6,776	19.4	8,516	21.8
Leeward and Windward Islands.....	1		136	0.4	294	0.8
Trinidad and Tobago.....	2,362	12.8	6,373	18.2	7,497	19.2
Other.....	1,878	10.2	331	0.9	Nil
TOTAL.....	18,420	100.0	34,985	100.0	39,041	100.0

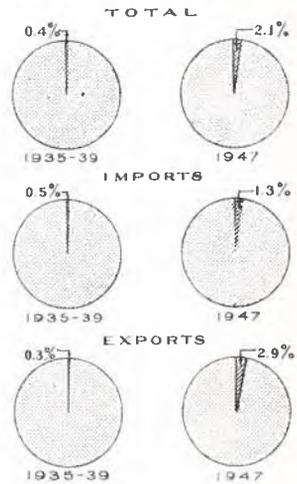
¹ Included with "Other".

Prepared by Dominion Bureau of Statistics

GUAYANA AND BRITISH HONDURAS, 1939 - 48
TOTALS



RELATIVE PROPORTIONS OF TRADE WITH BRITISH WEST INDIES, BERMUDA, BRITISH GUIANA AND BRITISH HONDURAS TO TOTAL CANADIAN TRADE AVERAGE FOR THE BASE PERIOD 1935-39 COMPARED WITH LATEST COMPLETED CALENDAR YEAR



es, includes the following territories: Bahamas, Barbados, Bermuda, Islands, Windward Islands, Trinidad and Tobago.

Consignment of Canadian Pit Props Creates Favourable Impression at Turkish Port

First full cargo from this country, carried in a Canadian ship, to be discharged at a port on the Black Sea—Time of transit compares favourably with that from Finland.

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

ISTANBUL, June 24, 1949.—Canadian pit props, loaded in Newcastle, N.B., arrived recently at Zonguldak, the principal coal port of Turkey, aboard the S.S. *Federal Trader*. This was the first occasion on which a Canadian ship, with a full Canadian cargo, was discharged at a port on the Black Sea. The shipment of 2,002 piled cords is part of an order for nearly 12,000 cords of pit props, which was placed in the Maritime Provinces by the Eti Bank, a government-owned company responsible for the operation of coal mines in this country. It is expected that the balance of the order will be delivered during the summer months.

The voyage of the *Federal Trader* was completed in 20½ days, which compares favourably with the normal time taken for similar shipments from Finland, amounting to 25 days. Unloading facilities are somewhat restricted, ships being required to anchor off-shore in one of the bays, and to discharge their cargoes into barges, or "kayiks". It is also usual to make a boom, into which the pit props are tipped, and to tow them ashore. There is a strong ground swell, and unloading operations can take place only on calm days. Despite such difficulties, the first cargo was discharged in 8½ days. Satisfaction was expressed over the quality of the Canadian pit props, and the manner in which the cargo was handled.

Turkey—Canadian pit props, discharged at the Black Sea port of Zonguldak, being drawn ashore and piled on the beach. This is believed to be the first full cargo from Canada unloaded at a port on the Black Sea.



United Kingdom Could Increase Engineering Exports Tenfold

President of Board of Trade tells exporters, on return from Canada, that orders from this country should be placed "at the top of the queue"—Executives urged to make contact with Canadian buyers, and to study market.

GREAT BRITAIN could increase tenfold her engineering exports to Canada, and without encroaching on the legitimate market of Canadian or even United States producers, the Right Hon. Harold Wilson, President of the Board of Trade, told members of the Institute of Exports, in London, on June 16. "But, to do that, we have to study the market in detail to see what the Canadian buyer wanted and to see that he got it in quick time and at the right price," according to a report of his address in the *Board of Trade Journal*. With one or two exceptions, Mr. Wilson found no evidence that British engineering exports were not fully competitive in price with those of any rivals in the Canadian market.

"But, on deliveries, special efforts must be made, where necessary, by putting Canadian orders at the top of the queue and getting away from the traditional commercial principle of 'first come, first served'.

"On consumer goods, where great achievements had been recorded in recapturing old markets lost to us through the war—he was thinking particularly of textiles, pottery and cutlery—and where great enterprise had been shown in capturing new markets (he need mention only the great efforts made by the motor car industry), the buyers' market conditions of 1949, with falling prices and shortened delivery dates on the North American continent, present new challenges to our exporters, our producers and our designers. The Canadian buyer did not expect to buy; he expected to be sold to.

Top Executives Urged to Visit Canada

"You cannot trade with him at a distance," the report continues, "you have to go over, and we need far more visits of what our Canadian friends call top executives of British export firms to go over and make contact with Canadian buyers, to see exactly what the peculiar consumer requirements of that market demand and to see that they get it. Whatever might be the experience in other parts of the world, the exporter could not in Canada just appoint an agent and rely on him to do the selling." The President of the Board of Trade stressed particularly the need to remember the vast size of Canada, to remember that there was, for instance, a vast consuming market in the Far West, different in nature and often with differences in tastes and requirements from those of the Maritimes or of the Eastern industrial areas, or again of the Prairie Provinces.

"This was a year in which, perhaps more than in any year in all our past trading history, the skill of the salesman, the professional qualifications and qualities of the exporter were of the first importance to the prosperity, indeed to the very economic survival, of Britain. Never before had we needed so much the recognition of exporting as a skilled profession, never had there been such need for the educational activities of the

Institute of Exports and parallel bodies, never had there been greater need for them to display the results of their training and their skill in the field. Salesman and exporters, in general, all concerned with the production, style, design and marketing of our products, were in the front line of Britain's economic battle."

Producers of Small Tools in India Require Some Tariff Assistance

Chief problems of the industry are the high costs of raw materials and competition from imported products—Local demand for about 200 types of tools can be met by domestic producers—Tariff Board now considering claim to additional protection.

By Richard Grew, Commercial Secretary for Canada

(One rupee equals 30 cents Canadian)

NEW DELHI, May 26, 1949.—Chief among the problems facing the Indian small-tools industry are high costs of raw materials and competition from imports. The materials required are high-speed and alloy tool steel rods and carbon steel sections. It is stated that the costs of both the raw materials to the Indian manufacturer are higher than they are to their counterparts elsewhere, and the locally made carbon steel is more expensive than the imported type. With regard to foreign competition, imports of all small tools, with the exception of twist drills and reamers, have hitherto been permitted from soft-currency countries under the open general licence and from dollar and hard-currency countries subject to a monetary ceiling. In the case of twist drills and reamers, import licences are granted up to 20 per cent of prewar imports from soft-currency countries and up to 10 per cent of prewar imports from dollar and hard-currency countries. High-quality files and rasps have always comprised at least 50 per cent of United States hand-tool exports to India. The present rate of duty on hand-tools from all countries is 30 per cent ad valorem, although similar products imported from Burma are subject to a preferential duty of 12 per cent ad valorem.

Right to Tariff Protection under Consideration

The Indian Tariff Board is at present considering the right to protection of that part of the small-tools industry covering cutting tools, precision and measuring tools and machine-tool accessories. The need for some sort of assistance and protection to this important industry has been recognized by the Government of India since early in 1945 but, owing to the difficulty of collecting sufficient data, the case has only recently reached the Tariff Board.

The production of small tools is an infant industry which owes its impetus entirely to the war. Before that time, Indian manufacturers supplied only 10 per cent of total consumption, and lack of experience in manufacturing technique and the ready availability of imported tools tended to discourage expansion. Demand for war purposes led to a large increase in local production, and output is now sufficient to meet the bulk of Indian requirements for about 200 types of tools, mainly twist drills, reamers and cutters, although considerable imports of metal-cutting

tools and some kinds of wood-working tools are still necessary. The following table gives the estimated demand in respect of ten types of small tools as against current annual domestic capacity:

Annual Demand and Capacity

	Estimated Annual Demand	Present Domestic Capacity
Twist drills	400,000	1,000,000
Reamers	15,000	20,000
Cutters	6,000	5,000
Surface plates	1,000	3,000
Angle plates	1,500	2,500
Sine bars	500	29,000
Lathe and grinding centres	25,000	22,000
Drill sleeves	30,000	9,000
Plug gauges	85,000	150,000
Straight-edges	1,500	4,300

From the foregoing figures it is apparent that local firms can amply supply the domestic requirements for at least some of the more common small tools, and for this reason their claim to some form of protection appears justified. Many articles, however, are not at present manufactured in India, and these are being excluded from the scope of the Tariff Board inquiry. They are vernier calipers, ring gauges, morse taper gauges, steel foot-rules, level protractors and scribes, which fall in the category of precision and measuring tools; and arbors, lathe carriers and forming tools, which fall in the category of machine-tool accessories.

At present the Indian small-tools industry comprises three principal manufacturers, four firms producing on a smaller scale and two prospective units that are expected to begin production shortly.

Record Number of Tourist Inquiries Received

Considerable interest is being displayed in the tourist attractions of this country, the Canadian Government Travel Bureau having received 210,838 inquiries from potential vacationists up to the end of May. This is an increase of 46,745, or 28.5 per cent, over the number received during the corresponding five-month period last year. There were 5,657 inquiries received on May 25, which is a record for a single day.

Oil Drilling in Barbados Enters New Phase

Port-of-Spain, June 27, 1949.—(FTS)—Although small quantities of a viscous crude oil skimmed from seepages or extracted from shallow wells have been exported since early in the 19th century, it is only comparatively recently that serious efforts at deep drilling have been made. Oil mining leases were first granted in 1897 and the first "Oil Mines Act" was passed by the Legislature seven years later. In 1900, the West Indian Petroleum Company took over leases from earlier companies. A small refinery was built for the production of illuminating oil. Until the British Union Oil Company Limited, started operations in 1919, little effort was made to base drilling operations on the basis of geological surveys and deep drilling. There was considerable activity until 1940, when the war put a stop to drilling operations. Since then, a number of surveys have yielded much valuable information on the geological structure of the island. With the end of hostilities and the release of materials for drilling equipment, an extensive program of geophysical surveys and deep drilling is to be undertaken. Associated with the British Union Oil Company Limited, in this will be Trinidad Leaseholds Limited, one of the largest operators in the Trinidad oilfields.

Scotch Whisky Providing Britain With Needed Dollar Exchange

Prewar stocks of nearly 150,000,000 proof gallons substantially reduced, and only older whiskies now available for distribution—Industry undertook to export 8,500,000 gallons during twelve months ending last April, of which 7,500,000 gallons provided for hard-currency countries.

By J. L. Mutter, Canadian Government Trade Commissioner

GLASGOW, June 24, 1949.—Scotch whisky has few rivals among the dollar-earning exports of this country, as the distilling industry employs relatively few workers and is not confronted with labour problems. The product has a high value, but small bulk, thereby occupying little shipping space, and commands a favourable market in many lands, more particularly in North America.

Distilling has been curtailed since 1939, however, by restrictions on the allocation of barley, and the principal problem facing the industry has been the necessity of restoring the depleted stocks. These amounted to nearly 150,000,000 proof gallons before the war, but this amount was reduced to a precarious level with the imposition of ration restrictions. Only the older whiskies are available for distribution, and the present maximum rate of release is 10,500,000 gallons a year.

Scotch Whisky Production, Exports and Prices

	Pro- duction Millions of proof gallons	Stocks	Home consump- tion	Exports	Duty per proof gal.	Home retail price per bottle (Sept.) 13/-
1939	29.1	144.2	6.9	9.4	(Sept.) 82/6	(Oct.) 14/ 3
1940	9.7	142.6	6.2	11.3	(Apr.) 97/6	(Apr.) 16/-
1941	3.5	129.6	5.4	8.5	97/6	(June) 17/-
1942	3.4	114.0	6.1	5.5	(Apr.) 137/6	(Apr.) 23/-
1943	Nil	103.7	5.8	5.2	(Apr.) 157/6	(Apr.) 25/9
1944	Nil	92.0	4.6	4.4	157/6	25/9
1945	10.0	84.8	4.7	4.7	157/6	25/9
1946	13.0	86.0	4.7	5.9	157/6	25/9
1947	15.0	84.0	2.9	6.8	190/10	(Nov.) 31/-
1948	(Apr.) 210/10	33/4

The above figures indicate the extent to which production has declined from 1940, and the situation in 1943 and 1944, when there were no cereal allocations. The rate of excise duty in the home market rose steadily, until it amounted to £10 10s. 10d. per proof gallon, or £1 4s. 7d. per bottle, in April, 1948. During the same period, the domestic retail price climbed from 13s. a bottle in September, 1939, to 33s. 4d. a bottle in 1948. Exports during 1945 were only half those in 1939, but there was an upward swing in 1946, and the further increase in 1947 reflects the increasing interest displayed by the government in the exportation of Scotch whisky, and its contribution to the national economy. The distillers agreed, in May of that year, to release 10,400,000 proof gallons from their old stocks during the ensuing twelve months, in return for an allocation of 150,000 tons of barley for new distilling. It was decided that 6,200,000 proof gallons should be made available for the dollar markets, 1,600,000 gallons for shipment to soft-currency countries, and 2,600,000 gallons for the domestic market. At the end of this period, known in the trade as the

"Strachey" year, after the Minister of Food, whose department was responsible for barley allocations, the position at the end of April, 1948, was at follows:

	Target	Deliveries
	(Proof gallons)	
Domestic market	2,600,000	2,996,000
Hard-currency areas	6,200,000	6,248,286
Soft-currency areas	1,600,000	1,480,737

As will be seen, the principal target—exports to hard-currency areas—was achieved with a margin to spare, but the home market received 400,000 gallons more than it should have, in terms of the agreement between the distilling industry and the government. This is attributed partly to the inertia of smaller firms who had never previously exported, and somewhat naturally disposed of their production in the home market with which they were most familiar, but mainly to the inability of some stockholders to resist the attraction of high offers on the domestic market.

In May, 1948, when the second "Strachey" year began, and on the basis of barley allocations of 250,000 tons (five-sixths of normal needs), the industry agreed to release 10,500,000 proof gallons. It undertook to export 8,500,000 gallons, of which all but 1,000,000 were to go to hard-currency markets. Supplies to the home market were to be limited to 2,000,000 gallons, or 600,000 less than the figure agreed upon for the first "Strachey" year. Final figures for the year ending April, 1949, are awaited, but preliminary figures indicate that monthly shipments to soft-currency markets were in excess of the target average.

Adequate Barley Allocation Desired by Distillers

Anticipating the commencement of the third year in the dollar earning program, Scottish distillers, in February last, were reported to be asking for a barley allocation of 300,000 tons so as to enable them to add 30,000,000 gallons of whisky to stock. Apart from their desire to receive assurance of adequate barley allocations, permitting continuity of production and rebuilding of stocks to prewar levels, the distillers are anxious to see a substantial reduction of the spirit duty and a consequent lowering of the home retail price of whisky. They argue that their product, in its present limited quantities and at its fastastically high price, is losing ground and goodwill in the domestic market, as consumers acquire a taste for the more plentiful imported rums and brandies. They are concerned also over the scarcity of casks required for new whisky. These must be of oak and, as the principal supplying country is the United States, purchases from that source are subject to the granting of import licences and dollar exchange.

Standardization Being Encouraged in Great Britain

London, June 30, 1949.—(FTS)—The encouragement of standardization, through the British Standards Institution, is an aim of the United Kingdom Government. The Board of Trade state it is clear that further advances in standards, whether in the engineering field or elsewhere, will not be obtained without a good deal of hard work and careful technical examination, and without the fullest co-operation of industry in the drafting and adoption of standards.

The British Standards Institution will thus assume an even more important place in the economy, and a committee will be set up to make recommendations on the financial aspects of the question. Increased assistance from the government will probably follow.

Indian Tariff Board Recommends Higher Retention Prices for Steel

Average overall increase on current schedule of retention prices will be about Rs. 18 per ton—New prices effective from May 1, 1949, until April 30, 1951—Protective duties on the alloy tool and special steels industry to be continued.

By Richard Grew, Commercial Secretary for Canada

(One rupee equals 30 cents Canadian)

NEW DELHI, June 3, 1949.—In view of the recommendations of the two chief Indian manufacturers for higher ex-works retention prices of steel and for continued protection of alloy, tool and special steels, the Indian Tariff Board has recently been studying the present position of the local steel industry.

The Tariff Board has recommended that different ex-works retention prices should be allowed to the Steel Corporation of Bengal and the Tata Iron and Steel Company, since the works costs of the former are invariably higher than those of the Tata Company, due to the higher price of hot metal which they obtain from their associates, the Indian Iron and Steel Company. The government has not accepted this recommendation, as it is felt that, if all increases in cost were fully reimbursed, there would be no incentive to increase efficiency. However, the government has fixed common prices to enable the Steel Corporation to earn reasonable profits and have set a schedule of prices for all controlled categories of steel representing an increase of about Rs.17 per ton over existing retention prices. Fair retention prices for certain uncontrolled categories of steel, e.g., sleepers, wheels, and tires, axles and acid steel plates, have been fixed and came into force on May 1.

In accordance with another recommendation of the Tariff Board, the government has decided to make spelter available to both the companies at existing prices and to reimburse them if the price of spelter should increase. With this addition, the average overall increase on the existing schedule of retention prices will be about Rs.18 per ton. These new prices will be effective from May 1, 1949, and remain in force until April 30, 1951.

Steel Prices to be Increased

A further notification from the Government of India advises that the price of steel will be increased by Rs.50 per ton from June 1. The increase in the price of bars and rods will be Rs.33; for structural steel, Rs.35; for plates and black sheets, Rs.67; and for galvanized corrugated sheets, Rs.8. The existing differential of Rs.10 per ton between the price of tested and untested steel is also being increased to Rs.30 per ton. The object of these increases is to equalize the price of imported steel with that of indigenous steel, and also to meet the increase in the retention prices payable to Tata Iron and Steel Company and the Steel Corporation of Bengal.

With regard to the question of continuing protective duty on the alloy, tool and special steels industry, the Tariff Board has made the following recommendations, all of which have been accepted by the government:

1. The existing protective duty on these categories of steel should be maintained, viz., 30 per cent ad valorem in respect of articles manu-

factured in the United Kingdom, and 42 per cent ad valorem in respect of articles manufactured in other countries. This protection should be maintained until March 31, 1951.

2. There should be no statutory ceiling prices but, in view of the preferential position enjoyed by the Tata Company under protection, the ex-works prices of the protected categories of steel should continue to be fixed by the company at the rates determined by the Board, and the ex-works prices of other related categories of alloy, tool and special steels should be fixed by the company after making due adjustments in the prices of the four protected categories of steels.

3. The present policy of co-ordination between the disposal of government surplus stocks and indigenous production, as well as that of import regulations, should be continued for the entire period of protection.

Canadian Pacific Air Lines Inaugurates Service Between Vancouver and Sydney

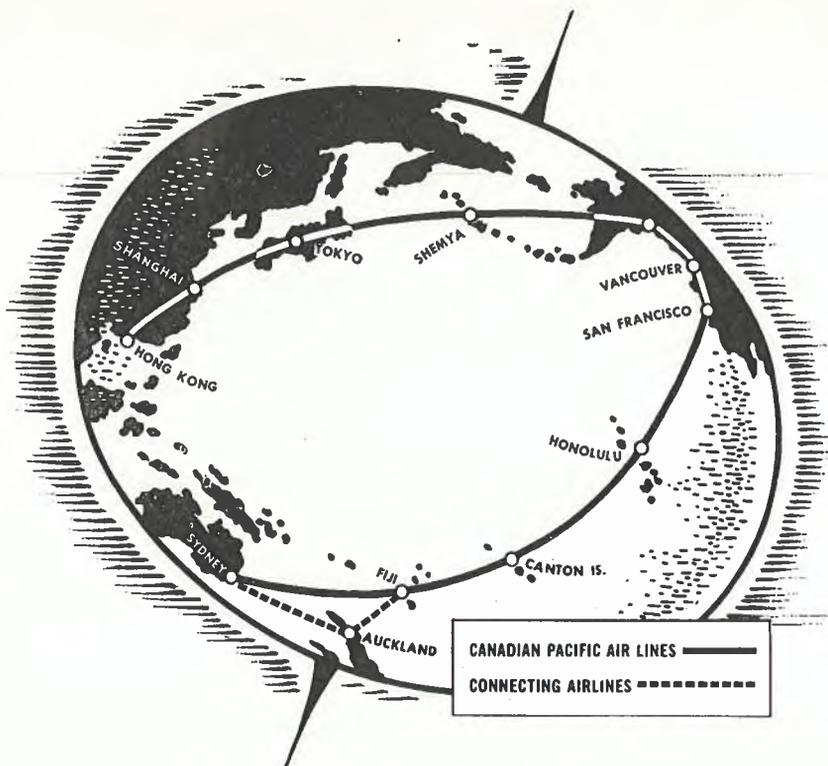
Two flights a month presently scheduled, with connection to New Zealand—Service to Tokyo, Shanghai and Hong Kong planned—Foundations of transpacific passenger and freight services laid in 1886.

CANADIAN Pacific Air Lines inaugurated last Wednesday a passenger and express service from Vancouver to Sydney, Australia, with intermediate calls at San Francisco, Honolulu, Canton Island and Fiji. Connections will be made with Auckland, New Zealand. Following the stabilization of conditions in China, another service will be inaugurated between Vancouver and Hong Kong, via Kodiak, Shemya, Tokyo and Shanghai. The distance from Vancouver to Sydney is 8,899 miles, and that to Hong Kong is 6,925 miles.

Possibilities of trade with the Orient were appreciated by the Canadian Pacific in 1886, when the 800-ton *W. B. Flint*, a sailing ship under charter to that company, completed a voyage of 37 days from Yokohama to Vancouver. When she left Yokohama on June 20, the transcontinental railway service was not in operation, the first train from Montreal having pulled into Port Moody only on July 4, 1886. The experiment having proved successful, three steamships, the *Batavia*, *Parthia* and *Abyssinia*, were placed on the route in 1887. These were succeeded by the S.S. *Empress of India*, *Empress of China* and *Empress of Japan*, in 1891.

Steamship Service Established in 1893

James Huddard established a steamship service between Australia and Canada in 1893, but it was not until 1920 that the Canadian Pacific participated in the active development of traffic between Canada and the Antipodes, having appointed a passenger representative in that year with headquarters in Sydney, N.S.W. Offices were opened at Melbourne, Australia, and at Auckland, New Zealand, in 1929. Two years later, it purchased a half interest in the Canadian Australasian Royal Mail Line from its owners, the Union Steamship Company of New Zealand, thereby extending its interests in the South Pacific.



The air service inaugurated this week has been established on the foundation laid through the development of these steamship services, and affords businessmen with additional facilities for the expansion of trade relations between the countries concerned.

Erection of Additional Rice Mill Recommended for British Guiana

Port-of-Spain, June 27, 1949.—(FTS)—Faced with a rapidly growing population devoted to rice growing, the Colonial Legislature in British Guiana has recommended the erection of a central rice mill on the Courentyne coast. This will be similar to one already built in the Mahai-cony-Abary district. As a further measure of assistance to the industry, the government is bringing in two experts from the United States to advise on organization and mechanization.

Harvesting of Barbados Sugar Cane Crop Completed

Port-of-Spain, June 27, 1949.—(FTS)—With an estimated production of 151,800 tons of sugar, harvesting of the old crop and grinding operations were almost completed by the end of May. Continued lack of rain, however, is retarding growth of both plant canes and ratoons of the new crop. Average rainfall for the island for the five months, January to May, 1949, has totalled only 6.91 inches, as compared with the 100-year average total of 12.94 inches for the same period. The dry weather also has delayed the planting of provision crops. A large increase in the catch of fish, however, has been of great value in improving the food supply.

New Fibre Developed in Australia As Substitute for Jute and Sisal

Obtained from Canna lily—Grown in botanical and other gardens, plant will provide raw material for making twine, wool packs, sacks and chemical pulp—Harvesting machine and method of processing invented by discoverer.

SYDNEY, June 21, 1949.—(FTS)—Australia has discovered a new fibre, from which it is expected that twine, wool packs, sacks of all kinds and chemical pulp can be produced. This fibre is obtained from the *Canna indica*, which is more commonly known as the Canna lily. This plant, grown in botanical and other gardens, is tenacious and grows prolifically under practically any conditions, resisting even four degrees of frost.

The fact that the Canna carries a fibre capable of being spun had never been investigated because of its high water content. However, despite this high water content, it produces a similar percentage of fibre to sisal and other fibre-bearing plants, and it matures in twelve weeks as against years for most of the other fibres.

Australia's imports of jute, sisal and other fibres amounts to about £15,000,000 per year, most of which is obtained from India and neighbouring countries. Long fibres for the production of bags and wool packs have always been grown in cheap-labour countries, because no fibre-producing plant which could be mechanically harvested and easily treated at a price to compete with cheap-labour fibre had, until now, been discovered.

Before Mr. Eric Bedford began his experiments, practically all previous research had been to discover the existence of an inexhaustible growth of a wild fibrous material and not in the direction of discovering a vegetable growth which could be cultivated and converted to fibre cheaply.

Mr. Bedford worked on an entirely new theory, i.e., if a material could be found which could be mechanically harvested, mechanically collected, simply treated, and that would also give a high poundage per acre, then it would not matter if its water content were high when green, so long as it was left on the field during mechanical harvesting. It has been found that the high water content makes it possible to isolate the new fibre by a simple mechanical process, a method quite impossible with all materials low in water content.

Harvesting Machine and Process Invented

Having found the plant, the discoverer set out to invent a machine and a process which would be patentable and which would harvest the material and leave the bulk of its wet weight upon the field.

Provisional Patent Application No. 24046/48 relates to "An Improved Method and Means for Obtaining Cellulose". The application covers an improved harvester-crusher, a factory process of wet threshing to obtain fibre for the making of thread and sacking for bags, and a chemical treatment for the production of cellulose for textiles, rayon and chemical pulp for the production of paper. The harvester-crusher has the orthodox type of cutting knives, a conveyer which runs the material through a series of rollers, and a series of beaters which make the material into a mat which is wound on a drum at the rear end of the machine. As each drum is filled, it is let down to the field, and an empty drum is placed in position to take a further cutting of the matted fibre. The drums

are then loaded on trucks and taken to the treatment plant, where they are arranged on holders above a travelling conveyer belt. The fibrous material is then fed to the conveyer, and a further treatment of beating and washing is carried out until the material is free of the non-fibrous matter. It is then given a final spray wash and, still upon the conveyer, it is admitted to a drying chamber with hot blowers. The material is then ready for combing and to be spun into twine or thread for the manufacture of sacking.

Should a pure cellulose be required for the purpose of manufacturing textiles, viscose for rayon or a chemical pulp for paper manufacture, it is not dried but is conveyed through a vat containing an acid or an alkali, either with or without pressure, and, after cooking, is washed and bleached. By this method the batch system of pressure digestion is eliminated, and a great saving in time and chemicals is effected.

The Canna is the only material known which can be treated so simply and purely mechanically to a stage where the fibre is isolated. All other materials require either hand harvesting, decorticating or retting, and sometimes the whole three of these slow and costly processes are necessary.

The site of the experimental nursery is at Penrith, New South Wales, about twenty miles west of Sydney at the foot of the Blue Mountains. Other nurseries are to be established from which New Process Fibre Pty. Ltd. will plant large areas. It is expected that 1,000 acres, which will give 1,000 tons of fibre, will be planted by next spring.

The director of the Australian Museum of Technology and Applied Science has stated, after investigating the Canna fibre, that it is suitable for the production of bags and twine. Botanists have stated that three crops a year should be possible, and, since the Canna is a perennial, only one planting is necessary to cover a number of years.

It is estimated that 100,000 acres should be planted before Australia's fibre requirements for twine, bags, wool packs, fibro-plaster, backing for carpets and the thousands of other uses to which jute is now applied would be filled.

Anglo-Canadian Trade Receives Increasing Attention

Anglo-Canadian trade is receiving special consideration in the United Kingdom, and particularly since the visit of the Right Hon. Harold Wilson, President of the Board of Trade, to this country last May. Some indication of this increasing interest is found in the *Board of Trade Journal*, the June 25th issue of which contains a classified index of leading articles and other information published during the first half of the current calendar year. Approximately one-third of the twenty-five leading articles was devoted directly to some phase of Anglo-Canadian trade, or to trade with Canada and the United States. The articles are entitled:

- (a) Canada Promising Market for British Machinery.
- (b) Why Britain Must Sell More to Canada.
- (c) Trade Fair Opportunity to Test Canadian Market.
- (d) Wool Textile Industry Can Play a Big Part in Britain's Exports to Canada.
- (e) Canada's Market for British Cars.
- (f) Exporters' Bid at the British Industries Fair for the North American Market.
- (g) President (Right Hon. Harold Wilson) Looks at Canada from the Viewpoint of British Exporters.
- (h) Dollar Exports Board Open Campaign for Sales in United States and Canada.

Trade Commissioners on Tour

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

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.

Brockville—Chamber of Commerce.

Calgary—Board of Trade.

Charlottetown—Board of Trade.

Edmonton—Canadian Manufacturers' Association.

Fredericton—Chamber of Commerce.

Galt—Board of Trade.

Goderich—Board of Trade.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kingston—Chamber of Commerce.

Kitchener—Chamber of Commerce.

London—Chamber of Commerce.

Moncton—Board of Trade.

Montreal—Montreal Board of Trade.

Niagara Falls—Chamber of Commerce.

Pembroke—Chamber of Commerce.

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.

Stratford—Board of Trade.

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.

Woodstock—Board of Trade.

L. S. GLASS, Canadian Government Trade Commissioner in Lisbon, Portugal, has returned home on leave, and is touring Canada, discussing 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.

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.

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.

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 TIGHEM, 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 Tighem will proceed to São Paulo, Brazil, as Canadian Government Trade Commissioner, succeeding Mr. J. C. Depocas in that post.

Calgary—September 15.
 Vancouver, Victoria—September 19-24.
 Winnipeg—October 18.
 Windsor—October 22.
 London—October 24.
 Goderich, Kincardine—October 25.
 Kitchener, Waterloo—October 26.
 Elora, Fergus—October 27.
 Galt—October 28.
 Stratford—October 29.
 Brantford—October 31.

Woodstock—November 2.
 Hamilton—November 3-4.
 Niagara Falls—November 5.
 St. Catharines—November 7.
 Welland—November 8.
 Toronto—November 9-19.
 Batawa, Deseronto—November 21.
 Kingston, Brockville—November 22.
 Ottawa—November 22-23.
 Pembroke, Douglas—November 24.
 New York City—November 27.

Trade and Tariff Regulations

Benelux Customs Tariff Amended

Brussels, June 30, 1949.—(FTS)—A Belgian decree published in the *Montieur Belge* of June 30 amended certain items of the Benelux tariff, effective July 1. Among the commodities affected by this amendment, the following are of interest to Canada:

	Old Rate	New Rate
Artificial resins in fragments	Free	3%
Goldbeaters' skin	12%	4%
Cardboard for making flongs for stereo plates, not coated.....	15%	8%
Cardboard in rolls or sheets, oiled, paraffined, varnished or gummed	15%	18%
Paper in rolls or sheets, oiled, waxed, stearined or paraffined	15%	18%
Transfers for industrial purposes	6%	18%
Cigarette paper cut to shape, in booklets or tubes	12%	20%
Flongs for stereo plates	20%	8%
Thin leaves of copper when glued on paper or cardboard.....	4%	10%
Thin leaves of aluminum or tin when glued on paper or cardboard	8%	15%
Aluminum flakes	Free	6%
Generators (dynamos) for motorcycles	20%	12%
Manufactures of celluloid, plastic materials derived from cellulose, and artificial plastic materials (including artificial resins)	18%	20%

New Dollar Basis for Canadian-Swedish Trade

Trade between Canada and Sweden may be carried on in future on either a United States dollar or a Canadian dollar basis. Heretofore, exporters shipping to Sweden have been required to obtain payment in United States dollars. Under arrangements made with the Swedish authorities, Sweden has been designated as a "special arrangement" country, effective July 11. Consequently, Canadian dollars will also be acceptable in payment for exports to Sweden.

The arrangements also will enable Canadians to obtain permits through their banks for the expenditure of any reasonable amounts of Canadian dollars for travel to Sweden. Sweden is thus placed on the same basis, so far as Canadian travellers are concerned, as France, Belgium, Luxembourg, the Netherlands, Norway and countries in the sterling area.

Previously, travel expenditures in Sweden were made in United States dollars and were therefore limited by the travel ration of \$150 U.S. covering the period from November 16, 1948, to November 15, 1949.



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
Aden—			
Port Aden.....	August 2-5	<i>Adrastus</i>	Cunard Donaldson
Port Aden.....	August 26-31	<i>Schiedijk</i>	Cunard Donaldson
Africa—South and East—			
Cape Town.....	August 5-13	<i>Grelrosa</i>	Elder Dempster
Port Elizabeth.....	August 10	<i>A Ship</i>	Elder Dempster
East London.....	August 15	<i>A Ship</i>	March Shipping
Durban.....	August 20-25	<i>Shelburne County</i>	March Shipping
Lourenço Marques..	August 25	<i>Thorshall</i>	Kerr Steamships
Beira.....	August 25	<i>Thorshall</i>	Kerr Steamships
Mombasa.....			
Argentina—			
Buenos Aires.....	July 28-Aug. 1	<i>Bowplate</i>	Cunard Donaldson
	August 13-17	<i>Bowhill</i>	Cunard Donaldson
	August 16	<i>Mormacsaga</i>	Montreal Shipping
Australia—			
Brisbane.....	July 23-28	<i>Stanhall</i>	Montreal Australia
Sydney.....			New Zealand Line
Melbourne.....			Montreal Australia
Adelaide.....			New Zealand Line
Newcastle.....	July 23-28	<i>Stanhall</i>	Montreal Australia New Zealand Line
Geelong.....	Late August	<i>Port Wellington</i>	Montreal Australia New Zealand
	July 23-30	<i>Beaconsfield</i>	Cunard Donaldson
	July 23-Aug. 4	<i>Mont Gaspe</i>	Montreal Shipping
	July 26-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
Belgium—			
Antwerp.....	July 31	<i>Beaverylen (r)</i>	Canadian Pacific
	August 1-5	<i>Rouen</i>	Furness Withy
	August 2	<i>Ravnefjell</i>	Brock Shipping
	August 3-10	<i>Yasaholm</i>	Swedish American
	August 7-13	<i>Kent County</i>	Canada Steamships
	August 16	<i>Rutenfjell</i>	Brock Shipping
	August 17-23	<i>Beckenham</i>	Cunard Donaldson
	August 22-26	<i>Grey County</i>	Canada Steamships

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Brazil— Rio de Janeiro..... Santos.....	{ July 28–Aug. 1 August 13–17 August 16	<i>Bowplate</i> <i>Bowhill</i> <i>Mormacsaga</i>	Cunard Donaldson Cunard Donaldson Montreal Shipping
British Honduras— Belize.....	August 6	*† <i>Benny</i> (r)	Saguenay Terminals
Ceylon— Colombo.....	August 10	<i>City of Glasgow</i>	McLean Kennedy
Canal Zone— Cristobal.....	August 6	*† <i>Benny</i> (r)	Saguenay Terminals
China— Shanghai.....	August 15–20	<i>Rockside</i>	March Shipping
Colombia— Barranquilla.....	{ August 6 August 8–12	*† <i>Benny</i> (r) * <i>Polykarp</i>	Saguenay Terminals Swedish American
Cuba— Santiago.....	August 1	† <i>Askepot</i>	Saguenay Terminals
Havana.....	August 6	*† <i>Benny</i> (r)	Saguenay Terminals
Denmark— Copenhagen.....	{ July 26 August 3–10 August 8–11 August 12 August 16	<i>Ternefjell</i> <i>Vasaholm</i> <i>Erland</i> <i>Ragneborg</i> <i>Oris</i>	Brock Shipping Swedish American Swedish American Montreal Shipping Brock Shipping
Dominican Republic— Ciudad Trujillo.....	August 1	† <i>Askepot</i>	Saguenay Terminals
Egypt— Alexandria..... Port Said..... Suez.....	{ August 2–5 August 26–31	<i>Adrastus</i> <i>Schiedijk</i>	Cunard Donaldson Cunard Donaldson
Finland— Helsinki.....	{ August 3–10 August 8–11	<i>Vasaholm</i> <i>Erland</i>	Swedish American Swedish American
France— Le Havre.....	{ July 26–Aug. 1 July 29 July 29 August 1–5 August 3–10 August 7–13 August 22–26	<i>Brant County</i> <i>Prins Willem Van</i> <i>Oranje</i> <i>Prins Alexander</i> <i>Rouen</i> <i>Vasaholm</i> <i>Kent County</i> <i>Grey County</i>	Canada Steamships Shipping Limited Shipping Limited Furness Withy Swedish American Canada Steamships Canada Steamships
French Indo-China— Saigon.....	August 2–8	<i>Steel Worker</i>	Isthmian Steamships
Germany— Hamburg.....	{ July 23–30 July 23–Aug. 4 July 29 July 29 August 3–10 August 17–23	<i>Beaconsfield</i> <i>Mont Gaspe</i> <i>Prins Willem Van</i> <i>Oranje</i> <i>Prins Alexander</i> <i>Vasaholm</i> <i>Beckenham</i>	Cunard Donaldson Montreal Shipping Shipping Limited Shipping Limited Swedish American Cunard Donaldson
Guatemala— Puerto Barrios.....	August 6	*† <i>Benny</i> (r)	Saguenay Terminals
Haiti— Port au Prince.....	August 1	† <i>Askepot</i>	Saguenay Terminals
Hong Kong.....	{ August 2–8 August 10–13 August 15–20	<i>Steel Worker</i> <i>Telemachus</i> <i>Rockside</i>	Isthmian Steamships Cunard Donaldson March Shipping

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
India and Pakistan—			
Karachi.....	August 10 August 15-20	<i>City of Glasgow</i> <i>Rocksida</i>	McLean Kennedy March Shipping
Bombay.....			
Madras.....			
Calcutta.....			
Cochin.....			
Indonesia—			
Batavia.....	August 2-5 August 26-31	<i>Adrastus</i> <i>Schiedijk</i>	Cunard Donaldson Cunard Donaldson
Samarang.....			
Soerabaya.....			
Cheribon.....			
Belawan-Deli.....	August 2-5	<i>Adrastus</i>	Cunard Donaldson
Belawan-Deli.....	August 2-8	<i>Steel Worker</i>	Isthmian Steamships
Batavia.....			
Ireland—			
Dublin.....	July 26-30	<i>Lord O' Neill</i>	McLean Kennedy
Dublin.....	July 28	<i>Irish Larch</i>	Shipping Limited
Cork.....			
Malaya—			
Penang.....	August 2-5	<i>Adrastus</i> <i>Steel Worker</i> <i>Schiedijk</i>	Cunard Donaldson Isthmian Steamships Cunard Donaldson
Port Swettenham...	August 2-8		
	August 26-31		
	July 23-30	<i>Beaconsfield</i> <i>Mont Gaspe</i> <i>Brant County</i> <i>Prins Willem Van</i> <i>Oranje</i> <i>Prins Alexander</i> <i>Ravnefjell</i> <i>Vasaholm</i> <i>Rutenfjell</i>	Cunard Donaldson Montreal Shipping Canada Steamships
Netherlands—	July 23-Aug. 4		
Amsterdam.....	July 26-Aug. 1		
Rotterdam.....	July 29		
	July 29		Shipping Limited
	August 2		Shipping Limited
	August 3-10		Brock Shipping
	August 16		Swedish American Brock Shipping
Netherlands Antilles—			
Willemstad.....	August 8-12	<i>*Polykarp</i>	Swedish American
New Zealand—			
Auckland.....	August 20	<i>City of Calcutta</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
New Plymouth.....			
Norway—			
Oslo.....	July 26	<i>Ternefjell</i> <i>Vasaholm</i> <i>Erland</i> <i>Lyngenfjord</i> <i>Oris</i>	Brock Shipping Swedish American Swedish American Kerr Steamships Brock Shipping
Kristiansand.....	August 3-10		
Stavanger.....	August 8-11		
Bergen.....	August 15		
	August 16		
Oslo.....	August 4	<i>Ternefjell</i>	Brock Shipping
Stavanger.....			
Bergen.....			
Trondheim.....	August 15	<i>Lyngenfjord</i>	Kerr Steamships
Philippines—			
Manila.....	August 10-13	<i>Telemachus</i>	Cunard Donaldson
Cebu.....			
Manila.....	August 2-8	<i>Steel Worker</i>	Isthmian Steamships
Poland—			
Gdynia.....	August 3-10	<i>Vasaholm</i> <i>Erland</i>	Swedish American Swedish American
Gdansk.....	August 8-11		
Puerto Rico—			
San Juan.....	August 8-11	<i>*Polykarp</i>	Swedish American

DEPARTURES FROM MONTREAL—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Siam— Bangkok.....	August 2-8	<i>Steel Worker</i>	Isthmian Steamships
Singapore	{ August 2-5	<i>Adrastus</i>	Cunard Donaldson
	{ August 2-8	<i>Steel Worker</i>	Isthmian Steamships
	{ August 26-31	<i>Schiedijk</i>	Cunard Donaldson
Sweden— Gothenburg.....	{ August 3-10	<i>Vasaholm</i>	Swedish American
Malmö.....	{ August 8-11	<i>Erlend</i>	Swedish American
Stockholm.....	{ August 12	<i>Ragneborg</i>	Montreal Shipping
Norrköping.....	{ August 3-10	<i>Vasaholm</i>	Swedish American
	{ August 8-11	<i>Erlend</i>	Swedish American
United Kingdom— Avonmouth.....	{ July 23-28	<i>Eucadia</i>	Furness Withy
Swansea.....	{ August 1-6	<i>Brazilian Prince</i>	Furness Withy
	{ August 2-7	<i>Dorelian (r)</i>	Cunard Donaldson
	{ August 17-22	<i>Norwegian</i>	Cunard Donaldson
Glasgow.....	{ August 20-26	<i>Montreal City</i>	Furness Withy
	{ July 24-31	<i>Salacia (r)</i>	Cunard Donaldson
	{ July 30-Aug. 7	<i>Laurentia</i>	Cunard Donaldson
	{ August 14-22	<i>Lismoria (r)</i>	Cunard Donaldson
Hull.....	{ Aug. 28-Sept. 4	<i>Salacia (r)</i>	Cunard Donaldson
	July 24-28	<i>Consuelo (r)</i>	McLean Kennedy
Leith.....	July 29-Aug. 3	<i>Cairnavon</i>	Furness Withy
Newcastle.....			
Liverpool.....	{ July 26-30	<i>Lord O'Neill</i>	McLean Kennedy
	{ July 29	<i>Empress of Canada (r)</i>	Canadian Pacific
	{ August 2	<i>Beaverburn</i>	Canadian Pacific
	{ August 2-8	<i>Arabia (r)</i>	Cunard Donaldson
	{ August 11-15	<i>Ascania (r)</i>	Cunard Donaldson
	{ August 12-17	<i>Fort Musquarro</i>	Cunard Donaldson
	{ August 15-22	<i>Triberg</i>	March Shipping
	{ August 18-23	<i>Fort Cadotte</i>	Cunard Donaldson
London.....	{ July 31	<i>Beaverglen (r)</i>	Canadian Pacific
	{ August 1-10	<i>Seaboard Trader</i>	March Shipping
	{ August 2	<i>Ravnefell</i>	Brock Shipping
	{ August 9-15	<i>Hillerest Park</i>	Cunard Donaldson
	{ August 16	<i>Rutenfjell</i>	Brock Shipping
	{ August 23-29	<i>Asia (r)</i>	Cunard Donaldson
Manchester.....	{ July 27-30	<i>Manchester Trader (r)</i>	Furness Withy
	{ August 3-6	<i>Manchester Port (r)</i>	Furness Withy
	{ August 3-10	<i>Manchester City (r)</i>	Furness Withy
Uruguay— Montevideo.....	{ July 28-Aug. 1	<i>Bowplate</i>	Cunard Donaldson
	{ August 16	<i>Mormacsaga</i>	Montreal Shipping
	{ August 13-17	<i>Bowhill</i>	Cunard Donaldson
Venezuela— Puerto Cabello.....	July 28	*† <i>Sundial</i>	Saguenay Terminals
La Guaira.....	August 8-11	* <i>Polykarp</i>	Swedish American
Maracaibo.....			
Las Piedras.....	July 28	*† <i>Sundial</i>	Saguenay Terminals
West Indies— Jamaica.....	August 1	† <i>Askepot</i>	Saguenay Terminals
Jamaica.....	{ August 5	<i>Canadian Highlander</i>	Canadian National
	{ August 15	* <i>Canadian Observer</i>	Canadian National
	{ August 25	<i>Canadian Victor</i>	Canadian National
Bahamas.....	July 23-Aug. 1	* <i>Canadian Constructor (r)</i>	Canadian National
Antigua.....			
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....			
Grenada.....			
Montserrat.....			
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....			
July 26-Aug. 4	<i>A Ship</i>	Alcoa Steamships	
	<i>Lady Nelson (r)</i>	Canadian National	
	<i>A Ship</i>	Alcoa Steamships	
August 2-11	* <i>Canadian Cruiser (r)</i>	Canadian National	
August 9-18			
August 12-21			

DEPARTURES FROM QUEBEC

* Calls at Montreal a few days later.

† Calls at Halifax several days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Dominican Republic— Ciudad Trujillo.....	August 14	*† <i>Sunprince</i>	Saguenay Terminals
Netherlands— Amsterdam.....	July 29-30	<i>Tabinta</i>	Furness Withy
Rotterdam.....	July 29-30	<i>Volendam</i>	Furness Withy
Netherlands Antilles— Curaçao.....	August 14	*† <i>Sunprince</i>	Saguenay Terminals
Puerto Rico— San Juan.....	August 14	*† <i>Sunprince</i>	Saguenay Terminals
United Kingdom— Liverpool.....	{ July 28-Aug. 2 August 24-29	<i>Franconia</i> (r) <i>Franconia</i> (r)	Cunard Donaldson Cunard Donaldson
	July 24-28	<i>Scythia</i> (r)	Cunard Donaldson
London.....	{ August 14-18 Aug. 28-Sept. 1	<i>Samaria</i> (r) <i>Scythia</i> (r)	Cunard Donaldson Cunard Donaldson
Venezuela— La Guaira..... Maracaibo..... Puerto Cabello..... Las Piedras.....	August 14	*† <i>Sunprince</i>	Saguenay Terminals

DEPARTURES FROM HALIFAX

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— Liverpool.....	{ July 23-28 August 9-13 August 23-27	<i>Newfoundland</i> (r) <i>Nova Scotia</i> (r) <i>Newfoundland</i> (r)	Furness Withy Furness Withy Furness Withy

DEPARTURES FROM VANCOUVER

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

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—East and South— Cape Town..... Port Elizabeth..... East London..... Durban..... Lourenço Marques.....	{ Late July August 12 September 10	<i>Pacific Ocean</i> <i>Limburg</i> <i>Silversandal</i>	Seaboard Shipping Dingwall Cotts Dingwall Cotts
Argentina— Buenos Aires.....	{ August 1 September 1	<i>Ravnanger</i> <i>Grenanger</i>	Empire Shipping Empire Shipping

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Australia—			
Sydney.....	Mid-August	<i>Yarrowonga</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
Sydney.....	August 27	<i>Alameda</i>	Dingwall Cotts
Melbourne.....			
Belgium—			
Antwerp.....	{ August 11 August 23 August 28	<i>Bio Bio</i> (r) <i>Seattle</i> (r) <i>Wyoming</i>	Gardner Johnson Gardner Johnson Empire Shipping
Brazil—			
Rio de Janeiro.....	August 1	<i>Ravnanger</i> <i>Grenanger</i>	Empire Shipping
Santos.....	September 1		Empire Shipping
Burma—			
Rangoon.....	August 5	<i>Mapia</i>	Dingwall Cotts
Canal Zone—			
Balboa.....	July 28	<i>Coastal Adventurer</i> <i>Coastal Nomad</i>	Gardner Johnson
Cristobal.....	August 11		Gardner Johnson
Balboa.....	Late July	<i>Sjoa</i> <i>Santa Juana</i> (r)	Anglo-Canadian
Panama City.....	August 1		Gardner Johnson
Balboa.....	{ August 8 September 5	<i>Don Aurelio</i> <i>Glimmaren</i>	Empire Shipping Empire Shipping
Ceylon—			
Colombo.....	August 10	<i>Höegh Silverspray</i>	Dingwall Cotts
Chile—			
Arica.....	August 1	<i>Santa Juana</i> (r)	Gardner Johnson
Antofagasta.....			
Valparaiso.....			
Antofagasta.....	September 1	<i>Grenanger</i>	Empire Shipping
Valparaiso.....			
Antofagasta.....	August 1	<i>Ravnanger</i>	Empire Shipping
Valparaiso.....			
San Antonio.....			
Talcahuano.....			
San Vicente.....			
China—			
Shanghai.....	{ July 28-29 August 4 August 5-6	<i>Washington Mail</i> (r) <i>Vingnes</i> <i>China Mail</i> (r)	Canadian Blue Star Empire Shipping Canadian Blue Star
Colombia—			
Barranquilla.....	{ July 28 August 8 August 11 September 5	<i>Coastal Adventurer</i> <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Glimmaren</i>	Gardner Johnson Empire Shipping Gardner Johnson Empire Shipping
Costa Rica—			
Puntarenas.....	{ July 28 August 8 August 11 September 5	<i>Coastal Adventurer</i> <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Glimmaren</i>	Gardner Johnson Empire Shipping Gardner Johnson Empire Shipping
Ecuador—			
Guayaquil.....	August 1	<i>Santa Juana</i> (r)	Gardner Johnson
El Salvador—			
La Libertad.....	{ July 28 August 8 August 11 September 5	<i>Coastal Adventurer</i> <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Glimmaren</i>	Gardner Johnson Empire Shipping Gardner Johnson Empire Shipping
Fiji—			
Suva.....	Early August	<i>Thorscape</i>	Empire Shipping
France—			
La Havre.....	July 28	<i>Wyoming</i>	Empire Shipping
Germany—			
Hamburg.....	{ August 11 August 23	<i>Bio Bio</i> (r) <i>Seattle</i> (r)	Gardner Johnson Gardner Johnson

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Guatemala— San Jose.....	{ July 28 August 8 August 11 September 5	<i>Coastal Adventurer</i> <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Glimmaren</i>	Gardner Johnson Empire Shipping Gardner Johnson Empire Shipping
Hong Kong.....	{ July 28-29 August 4 August 5-6	<i>Washington Mail</i> (r) <i>Vingnes</i> <i>China Mail</i> (r)	Canadian Blue Star Empire Shipping Canadian Blue Star
India and Pakistan—			
Madras.....	} Late July August 5	<i>Queen Adelaide</i> <i>Mapia</i>	Anglo-Canadian Dingwall Cotts
Calcutta.....			
Karachi.....	} August 10	<i>Høegh Silverspray</i>	Dingwall Cotts
Bombay.....			
Indonesia—			
Batavia.....	} August 5 August 10	<i>Mapia</i> <i>Høegh Silverspray</i>	Dingwall Cotts Dingwall Cotts
Soerabaya.....			
Samarang.....			
Cheribon.....			
Italy—			
Genoa.....	} August 31	<i>Tritone</i>	Empire Shipping
Naples.....			
Venice.....			
Japan—			
Yokohama.....	} July 28-29 August 5-6	<i>Washington Mail</i> (r) <i>China Mail</i> (r)	Canadian Blue Star Canadian Blue Star
Kobe.....			
Nagoya.....			
Lebanon—			
Beirut.....	September 5	<i>Erato</i>	Empire Shipping
Mexico—			
Manzanillo.....	} July 28 August 11	<i>Coastal Adventurer</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson
Acapulco.....			
New Caledonia—			
Noumea.....	Early August	<i>Thorscape</i>	Empire Shipping
New Hebrides—			
Port Vila.....	Early August	<i>Thorscape</i>	Empire Shipping
Netherlands—			
Rotterdam.....	} July 28	<i>Wyoming</i>	Empire Shipping
Amsterdam.....			
New Zealand—			
Wellington.....	August 26	<i>Alameda</i>	Dingwall Cotts
Persian Gulf.....	August 10	<i>Høegh Silverspray</i>	Dingwall Cotts
Peru—			
Callao.....	{ Late July August 1 August 1 September 1	<i>Sjoa</i> <i>Santa Juana</i> (r) <i>Ravnanger</i> <i>Grenanger</i>	Anglo-Canadian Gardner Johnson Empire Shipping Empire Shipping
Mollendo.....			
Philippines—			
Manila.....	} July 28-29 August 5-8	<i>Washington Mail</i> (r) <i>China Mail</i> (r)	Canadian Blue Star Canadian Blue Star
Iloilo.....			
Cebu.....			
Manila.....	} August 5	<i>Mapia</i>	Dingwall Cotts
Iloilo.....			
Manila.....	} August 4	<i>Vingnes</i>	Empire Shipping
Cebu.....			
Manila.....	August 10	<i>Høegh Silverspray</i>	Dingwall Cotts

DEPARTURES FROM VANCOUVER—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Samoa—			
Apia.....	Early August	<i>Thorscape</i>	Empire Shipping
Pago-Pago.....	August 27	<i>Alameda</i>	Dingwall Cotts
Singapore.....	Mid-July	<i>Sunnyville</i>	Balfour Guthrie
Society Islands—			
Papeete.....	Early August	<i>Thorscape</i>	Empire Shipping
Sweden—			
Stockholm.....	August 11	<i>Bio Bio (r)</i>	Gardner Johnson
Gothenburg.....	August 23	<i>Seattle (r)</i>	Gardner Johnson
Trieste.....	August 31	<i>Trilone</i>	Empire Shipping
United Kingdom—			
Manchester.....	{ August 22 Late July	<i>Pacific Enterprise</i> <i>Durango</i>	Furness Withy Royal Mail Lines
Unstated Ports.....	{ August 11 August 23 Late August	<i>Bio Bio (r)</i> <i>Seattle (r)</i> <i>Alcyone Hope</i>	Gardner Johnson Gardner Johnson Canada Transport
Uruguay—			
Montevideo.....	{ August 1 September 1	<i>Ravnanger</i> <i>Grenanger</i>	Empire Shipping Empire Shipping
Venezuela—			
Maracaibo.....	{ July 28 August 8 August 11 September 5	<i>Coastal Adventurer</i> <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Glimmaren</i>	Gardner Johnson Empire Shipping Gardner Johnson Empire Shipping

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
Saint John to St. John's.....	Weekly.....	Furness Red Cross Line
Hamilton to St. John's.....	Fortnightly.....	Newfoundland-Great Lakes SS.
Toronto to St. John's.....	Fortnightly.....	Newfoundland-Great Lakes SS.

Belgian Congo Issues Air Freight Restrictions

Leopoldville, June 13, 1949.—(FTS)—Inflammable products or powders, explosives or munitions, pyrotechnic materials or products of uncertain chemical ingredients, corrosive products and films not packed in metallic containers are prohibited to be transported by aircraft, according to a Belgian Congo Government decree of May 10, 1949. The use of photographic equipment in aircraft is also forbidden.

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: Boîte 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 the Hashemite Kingdom of the Jordan.

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 Veroes.

Territory includes Netherlands Antilles.

Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations July 5	Nominal Quotations July 11
Argentina.....	Peso	Off.	-2977	-2977
		Free	-2085	-2085
Australia.....	Pound		3-2240	3-2240
Belgium and Belgian Congo.....	Franc		-0228	-0228
Bolivia.....	Boliviano		-0238	-0238
British West Indies (except Jamaica).....	Dollar		-8396	-8396
Brazil.....	Cruzeiro		-0544	-0544
Burma.....	Rupee		-3022	-3022
Ceylon.....	Rupee		-3022	-3022
Chile.....	Peso	Off.	-0517	-0517
		Export	-0322	-0322
Colombia.....	Peso		-5128	-5128
Costa Rica.....	Colon		-1800	-1800
Cuba.....	Peso		1-0000	1-0000
Czechoslovakia.....	Koruna		-0200	-0200
Denmark.....	Krone		-2083	-2083
Dominican Republic.....	Peso		1-0000	1-0000
Ecuador.....	Sucre		-0740	-0740
Egypt.....	Pound		4-1330	4-1330
El Salvador.....	Colon		-4000	-4000
Fiji.....	Pound		3-6306	3-6306
Finland.....	Markka		-0062	-0062
France, Monaco and French North Africa.....	Franc	Off.	-0036	-0036
		Free	-0030	-0030
French Empire—African.....	Franc		-0073	-0073
French Pacific Possessions.....	Franc		-0201	-0201
Germany.....	Deutsche Mark		-3000	-3000
Guatemala.....	Quetzal		1-0000	1-0000
Haiti.....	Gourde		-2000	-2000
Honduras.....	Lempira		-5000	-5000
Hong Kong.....	Dollar		-2518	-2518
Iceland.....	Krona		-1541	-1541
India.....	Rupee		-3022	-3022
Iran.....	Rial		-0312	-0312
Iraq.....	Dinar		4-0300	4-0300
Ireland.....	Pound		4-0300	4-0300
Israel.....	Pound		3-0000	3-0000
Italy.....	Lira		-0017	-0017
Jamaica.....	Pound		4-0300	4-0300
Japan.....	Yen		-0027	-0027
Lebanon.....	Piastre		-4561	-4561
Mexico.....	Peso		-1157	-1157
Netherlands and Indonesia.....	Florin		-3769	-3769
Netherlands Antilles.....	Florin		-5302	-5302
New Zealand.....	Pound		4-0150	4-0150
Nicaragua.....	Cordoba		-2000	-2000
Norway.....	Krone		-2015	-2015
Pakistan.....	Rupee		-3022	-3022
Panama.....	Balboa		1-0000	1-0000
Paraguay.....	Guarani		-3200	-3200
Peru.....	Sol		-1538	-1538
Philippines.....	Peso		-4975	-4975
Portugal and Colonies.....	Eseudo		-0403	-0403
Singapore.....	Straits Dollar		-4701	-4701
Spain and Colonies.....	Peseta		-0916	-0916
Sweden.....	Krona		-2783	-2783
Switzerland.....	Franc		-2336	-2336
Thailand.....	Baht		-1000	-1000
Turkey.....	Lira		-3571	-3571
Union of South Africa.....	Pound		4-0300	4-0300
United Kingdom.....	Pound		4-0300	4-0300
United States.....	Dollar		1-0000	1-0000
Uruguay.....	Peso	Controlled	-6583	-6583
		Uncontrolled	-5618	-5618
Venezuela.....	Bolivar		-2985	-2985
Yugoslavia.....	Dinar		-0200	-0200