

# FOREIGN TRADE

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COVER SUBJECT—Cargo for shipment to Canada being loaded by the M.V. Canadian Constructor off St. John's, Antigua, in the Leeward Islands. Over ninety per cent of the exports from this island consist of sugar and sugar products, including rum and molasses. Cotton is also grown, and two ginneries operate in Antigua. The island is rich in historical associations, Nelson having made frequent use of the naval dockyard and Clarence House, built for the Duke of Clarence, who was afterwards King William IV.

*Canadian National Steamships Photo.*

Price 10 cents

# United States Economy at Highest Peak World Has Ever Known

*President Truman informed Congress that country possessed of resources and skills that could make it stronger and more productive—Present problem was to liquidate inflation without creating inflation—Recommendations outlined.*

By J. H. English, Commercial Counsellor for Canada

WASHINGTON, July 12, 1949.—President Truman informed Congress yesterday, in presenting his midyear economic review, that the United States economy was the strongest and most productive the world had ever known, and that this country possessed resources and skills that could make it still stronger and more productive.

He stated that the present problem was to liquidate inflation without being overcome by business depression, and suggested that a lower level of prices be worked out without a further decline of production and employment. He stated that one of the main reasons for the present decline in business was because the nation had failed to take adequate steps to control inflation between the years 1945 and 1949. During the years immediately following the termination of hostilities, the United States was faced by an inflationary boom that increased production and employment to very high levels, but prices were rising at a dangerous rate and serious price and wage distortions were being developed. A large part of the anti-inflation program suggested by President Truman at that time was not adopted, and inflation continued largely uncontrolled. The results are now being revealed.

The present trend is toward more unemployment and less production, but the way to check a decline in business or production is to take affirmative action that will increase production.

President Truman presented the following summary review of recent economic developments in the nation:

## **Civilian Unemployment Increased**

Civilian employment averaged 58 million. The number of unemployed averaged 3·2 million, representing an increase of about one million over the first half of 1948.

Production of all goods and services in the first half of 1949 was about 1½ per cent less than in the second half of 1948.

Prices generally decreased, reflecting the shift from a sellers' to a buyers' market.

Wages increased in some industries, but these increases were more than offset by reduced overtime and shorter work weeks.

Profits reflected the decline in prices and production, and during the first half of this year were about 13 per cent below the first half of last year.

Farm income was about 8 per cent below the first half of 1948.

Business investment decreased in the first half of 1949 from the 1948 level by about 26 per cent.

In foreign trade, an increase in exports and a falling off of imports have continued the rising trend in the export surplus which began last fall.

The President insisted, however, that the present situation could not be considered a serious economic emergency, and pointed out that the United States economy was still operating at high levels of employment and production.

### **President Makes Recommendations to Congress**

In summary, he recommended that Congress take the following actions because of their vital importance in the current economic situation:

- (1) Repeal the tax on the transportation of goods, liberalize the provisions for carry-over of losses by corporations, and raise estate and gift taxes. No major increase in taxes should be undertaken at this time.
- (2) Extend the maximum time limit now fixed by law on the maturity of loans to business made by the Reconstruction Finance Corporation.
- (3) Provide for a broad study of investment and development needs and market opportunities in an expanding economy.
- (4) Adopt an improved program of farm income supports.
- (5) Increase the minimum wage to at least 75 cents an hour and broaden its coverage.
- (6) Strengthen the unemployment compensation system by increasing the amount and duration of benefits and extending coverage.
- (7) Extend to July 25, 1950, the availability of readjustment allowances for veterans not protected by state unemployment compensation laws.
- (8) Raise benefits and extend coverage under the old-age and survivors' insurance system and improve the public assistance program.
- (9) Enact legislation to permit federal agencies, and assist states and localities, to intensify their advance planning and to acquire sites for useful projects.
- (10) Enact legislation to provide technical assistance to underdeveloped areas abroad and to encourage investment in such areas.
- (11) Restore the Reciprocal Trade Agreements Act.

### **Work and Plan for Prosperity is Core of Message**

The core of President Truman's message to every businessman, worker and farmer, and to everyone responsible for the making of national policy, was this:

"We cannot have prosperity by getting adjusted to the idea of a depression—by cutting investment or employment or wages or essential government programs. We can be prosperous only by planning and working for prosperity, by increasing private investment, production, employment and purchasing power, and by carrying forward essential government programs.

"The whole world is watching developments in the American economy. Our own people insist upon the maintenance of prosperity, and will not tolerate a depression. Our friends abroad know that their well-being and hopes for world peace are greatly dependent upon the economic strength of the United States.

"Those opposed to our system and way of life are hoping for the vindication of their prophecies that economic collapse is inevitable in a free society.

"Ours is at once a fateful responsibility and an inspiring opportunity to prove to ourselves and to the world that prosperity and freedom will endure together."

## New Zealand Has Limited Production of Only Hard Fibre Grown in Temperate Climates

*Some 5,000 tons of phormium tenax produced in past year—Provided for manufacture of 350,000 wool packs, about one-third of requirements for country—Fibre also used for matting, rope, binder and baling twine, lashings and fibrous plaster.*

By Dr. W. C. Hopper, Commercial Secretary for Canada  
(Agricultural Specialist)

WELLINGTON, June 15, 1949.—New Zealand produced some 5,000 tons of phormium tenax, the only hard fibre grown in temperate climates, during the past year. This provided for the manufacture of 350,000 wool-packs, or about one-third the requirements of this country. Some 300 tons of fibre were used for matting, and about 2,000 tons for the fabrication of rope, binder and baling twine and lashings. In addition, some 700 tons were used in fibrous plaster.

An excellent future is claimed for this industry, as two-thirds of the wool-packs needed in New Zealand are still imported at prices far in excess of the cost of making them from phormium tenax. The small amount of matting made from this fibre sells at a profit, and it would appear there is a ready market for much larger quantities. Production increased from 3,500 tons in 1947 to 5,000 tons last year, and it is claimed that the industry could be expanded profitably to a production level of 30,000 tons or more per annum.

The plant grows in clumps of sword-like leaves of from five to eight feet in height and from five to six inches in width, strong fibres being distributed throughout the leaf as supports. These fibres are of commercial value, about one ton of this straw being obtained from eight tons of green leaf. It may be cultivated on some lands unsuited to other crops, but grows best on that used for pasture. Phormium tenax is of no commercial value until its sixth year, which tends to discourage production. Leaves from established plantations are cut once in every four to six years.

Bundles of green leaves, which are cut by hand, are transported to the stripping mills and weighed to determine the amount that should be paid the contract cutters. This amounts to between sixteen shillings (\$3.20) and twenty shillings (\$4.00). After the green and non-fibrous tissue of the leaves has been removed in the stripping machine, the fibre is gathered into hanks that are bleached by exposure to the weather. It is then scutched to remove the dry surplus vegetable matter, and twisted into hanks weighing about five pounds.

Prices paid the scutching mills range from £54-5-0 (\$217) per ton for top grade fibre to £44-5-0 (\$177) for the lowest grade, which compares with between £100 and £110 per ton for sisal laid down in New Zealand. The industry was languishing before the war, when it faced increasing competition from Manila hemp and sisal from British East Africa and Portuguese East Africa. Following the outbreak of hostilities, there was an increasing demand for cordage, and a large contract was received from the United States Navy for rope. When this expired, production declined and three mills were closed on account of labour difficulties.

## Economic Co-operation Administration Changes Authorization Procedure

*Terminal date for delivery of goods to be indicated in procurement authorizations—Shipments may be made at any time up to terminal date of authorization.*

WASHINGTON, July 13, 1949.—(FTS)—Procurement authorizations, on which will be indicated the terminal date for the delivery of goods to countries participating in the European Recovery Program, are being introduced by the Economic Co-operation Administration, commencing tomorrow. This procedure replaces the present calendar delivery quarter.

Under the new type of authorization, shipments may be made at any time between the issuance of the authorization and the terminal date indicated thereon. No specific deadline is set for sub-authorizations, which the foreign governments assign to their importers after receiving an authorization. The governments will be expected to sub-authorize sufficiently early, however, to permit importers to obtain delivery by the terminal date.

The old type of procurement authorization carried a procurement authorization number which indicated the recipient country, the type of goods, the source, and the delivery quarter. The numbering system on the new type of authorization will indicate the recipient country, the type of goods and a serial number. The new type procurement authorization with the serial number will provide a means for ECA to check the general requirement that contracts be made after the issuance of authorizations. Although not indicated in the new procurement authorization numbering system, the source from which the commodities or services are to be obtained will be specified in the authorization.

When increases or decreases are made in amounts already authorized, separate authorizations carrying new serial numbers will be issued, except in the case of minor adjustments. Under the old type of authorization, increases and decreases were made by amendments to previously issued authorizations. This method will continue for old types of authorizations still outstanding.

For commodities and services, which have been or may still be authorized under the old system, delivery need not be promised within the calendar quarter indicated on the authorization. It may be made, unless otherwise specified in the procurement authorization, at any time after the date of issuance, or 60 days prior to the beginning of the quarter, whichever date is earlier, up to and including 90 days subsequent to the last day of the quarter.

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### Canadian Woods Unsuitable to Hong Kong Territory

Hong Kong, July 5, 1949.—(FTS)—Building regulations in this territory specify that wood may not be used for construction purposes, should stress or strain be involved, due to the termite menace. In view of the fact that Canadian woods are subject to attack by termites, there is little interest for such woods even in the furniture trade.

The principal wood used in this territory is teak, brought from British North Borneo. This timber is termite resistant, and is therefore suitable for construction. Shipments of teak are always made on consignment, freight charges being collected as a first lien when the wood is sold at public auction.

# Secondary Industries of Belgian Congo Stimulate Development

*Progress made in setting up new local industries in past year—Domestic output will have little effect on continued increase in imports—Industrialization to be facilitated by development of hydro-electric resources—Some improvement evident in congestion at ports.*

By L. H. Ausman, Canadian Government Trade Commissioner

**L**EOPOLDVILLE, May 26, 1949.—Development of secondary industries in the Belgian Congo has been a feature of the economic evolution of this young country. A number of these industries have been started by foreign firms or individuals and authorities here and in Belgium have endeavoured to impress upon Belgian industrialists the future possibilities of investment in the colony.

Some progress, however, was made in the establishment of local secondary industries in 1948. These included food products (beer, preserved fruits and juices, flour and biscuits), textiles (cotton piece-goods and blankets, jute sacking and bags, clothing), wood (cut and sawn timber, veneers, plywood, furniture), metalworking in iron and copper (small rolling mill products, wire, furniture and other metal products), ceramics and glassware (including bottles), chemicals, paints and varnishes. Most of these new industries are based on local raw materials and all are needed for local consumption.

The needs of the colony for consumer and industrial goods are growing to such an extent, however, that this domestic production will have little effect on the continued increase in imports which may be anticipated for a few years to come. There is scope for further development of local industry, using local raw materials. Some of these might include additional food products, pulp and paper, leather, wood products, perfume, wearing apparel and so on.

## **Development of Hydro-electric Resources to Aid Industrialization**

This industrialization will be greatly facilitated by the development of some of the vast hydro-electric resources of the Congo. Studies are being made preliminary to the building of large power stations in the Lower Congo at Stanleyville and Albertville, and in the Kivu districts. Plans are now under way for the partial electrification of the Otraco railway between Matadi and Leopoldville, and the B.C.K. railway between Elisabethville and Jadotville.

The balance of trade of the Belgian Congo in 1948 was favourable, as regards exports, to the extent of 2,434,326,000 francs. In relation to the dollar zone (United States and Canada), however, the balance is 2,637,369,569 francs in favour of imports. Nevertheless the colony possesses reasonable reserves of hard currency, and import restrictions have, as a rule, been applied only to goods which are unessential and which, at the same time, are available from Belgium or soft-currency countries. These are very minor restrictions and the tendency is, now, to ease even these on the theory that the higher cost of dollar-area goods will automatically limit the imports. As far as Canada is concerned, few import licences will be refused provided the goods are to be paid for in Canadian dollars. No licences will be issued for payment of Canadian products in United States dollars.



**Belgian Congo—River steamers and string of barges on the Congo. There was a serious accumulation of merchandise at Matadi and Leopoldville during the early months of 1948 which delayed delivery for a considerable time. Some improvement occurred in the latter months of the year.**

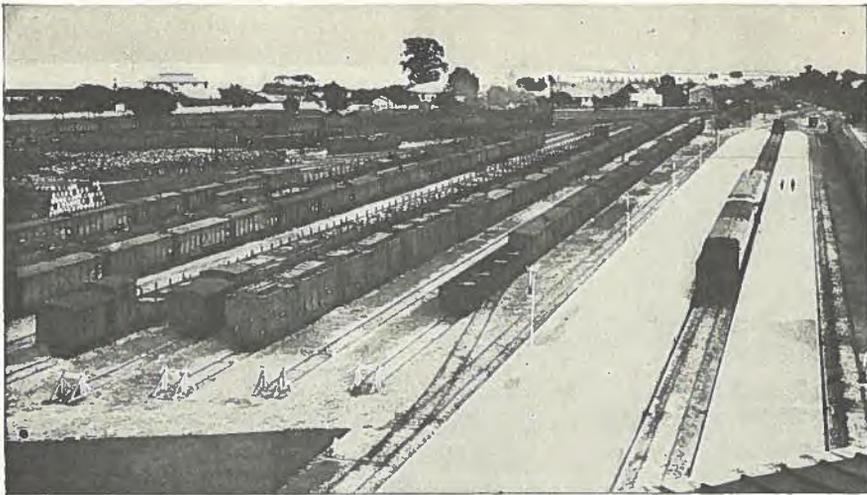
The year 1948 was characterized by heavy imports of goods ordered since the end of the hostilities, the delivery of which had been delayed. Statistics showing the traffic at the port of Matadi and on the route to and from the interior by river and rail via Leopoldville in 1948 will indicate the extent of this movement as compared with the previous year.

#### **Port, Rail and River Traffic of Belgian Congo**

	1947	1948
No. of ships discharged at Matadi .....	219	305
	Tons	
Tonnage imported (not including coal for railway) .....	263,617	314,133
Tonnage exported .....	423,566	464,612
Import tonnage transported by rail to Leopoldville .....	265,843	359,331
Export tonnage transported by rail to Matadi .....	405,092	445,717
Tonnage transported up-river from Leopoldville .....	218,778	291,890
Tonnage transported down-river to Leopoldville .....	430,844	464,287

#### **Heavy Traffic Caused Bottlenecks at Ports**

During the early months of 1948, there was a serious accumulation of merchandise, particularly at the ports of Matadi and Leopoldville, and delays, often of several months, occurred in its arrival at interior points. During the year various measures were taken to alleviate this situation and some improvement was noticeable in the latter months. Bottlenecks on other routes, such as that from the port of Dar-es-Salaam to the eastern part of the Congo, are receiving attention and efforts are being made to reduce the time required for delivery. Meanwhile the heavy use of the port of Lobito and the Benguela railway through Angola to and from the mining area in south-west Belgian Congo results in a loss



**Belgian Congo—Railway station at Leopoldville, which is a junction on the Congo River for rail and river services. A bottleneck at this point, resulting in delays in deliveries, is receiving attention from the government in an effort to reduce delivery time.**

of revenue for the semi-government operated national route from Matadi to Leopoldville, and the extensive river systems linking, by rail and road, all parts of the colony.

Although no details have yet been made public, the preparatory work on the Belgian Congo's Ten-Year Plan has been going on during most of last year. Briefly these proposals include: new railways to connect existing lines, a network of hard-surface roads, new bridges, aqueducts, irrigation projects, reforestation and other large-scale programs. These will require capital, construction materials, equipment and rolling stock, European supervision and native labour. Part of the resources necessary for this work, according to some unofficial reports, may be sought through the facilities of the European Recovery Program in which the Belgian Congo is entitled to share but which, for current requirements, has not been used up to now.

Reports, not yet confirmed through official channels, indicate that the mandated territory of Ruanda-Urundi may be more clearly separated from the Belgian Congo for administrative purposes and the trusteeship placed under the control of a governor general, responsible directly to Brussels rather than indirectly through Leopoldville, as at present. This should have little effect economically, since the two countries have the same currency, essentially the same laws, and are served by the same banks, commercial concerns and transportation systems. Both are located completely in the so-called Congo River Basin and are therefore subject to the treaty provisions concerning non-discrimination of those of any nationality in trade, scientific or religious matters.

#### **Price Control Continued Last Year**

Price control continued throughout 1948, but it has been understood in principle that it will be progressively removed as the supply of goods for Europeans, whether imported or of local production, becomes normal. So far no such action has been taken and protests have been made to the government through the Chambers of Commerce. With the continually rising cost-of-living index, there would seem to be some justification

for the government's policy. On the other hand, price control, as it exists, is on a mark-up basis and therefore cannot prevent increases due to higher prices of imported goods. As regards native trade goods, price control will doubtless be continued for some time until the most important items, such as textiles, are in good supply at reasonable prices. Increased local production of textiles will be required to meet the ever-growing demand of the native population.

The President of the Leopoldville Chamber of Commerce in his annual report drew attention to the fact that certain articles, especially for the European trade, such as imported beer and other beverages (to which might be added flour and certain other commodities) have been sold at less than import price, due in large measure to the considerable postwar increase in the number of importers in relation to prewar and current requirements. The President predicted a contraction in the number of such importers, who in many cases are unessential middlemen, and a return to the situation where the large established wholesale firms fulfil their normal function of catering to the retail trade.

#### **Some Problems to be Faced in Current Year**

Some factors which characterized the economic development of the Belgian Congo during 1948 and the solution of which will help to chart the course for the current year are:

1. Overseas markets have contracted for certain colonial products especially from the Kivu plantations. The discontinuance of international allocations of fats and oils has resulted in a recent drop from 18 to 13½ cents per pound for palm oil. Even the latter price is high in relation to current offers, in some markets, of other types of oils and fats.

2. Trade connections are being renewed with countries cut off during the war, such as Czechoslovakia, Western Germany, Italy and Japan.

**Belgian Congo—Residence for occupation by native family in Elizabethville. Shortage of housing has created demand for construction materials and labour.**



Several Congo importers have made or are about to make visits to Japan to renew prewar contacts or establish new ones. Two American steamship lines are offering service to the Far East with one transshipment in a maximum of 90 days.

3. Many countries in Europe and neighbouring African territories are unable to provide adequate foreign exchange for the purchase of Congo products, even for their normal and essential requirements. This has resulted in a number of commercial agreements signed with European countries by the Belgian-Luxembourg Economic Union. Although specific quotas are mentioned in these agreements, there is no guarantee that trade will be developed in either direction to the extent indicated. In brief, they reflect simply the desire of the countries concerned to exchange goods to the volume specified and their agreement not to place any obstacles in the way of that trade. Importers and exporters must make their own arrangements and no state trading is envisaged. The following countries have such agreements affecting the Belgian Congo: the United Kingdom, France, Switzerland, Norway, Denmark, Sweden, Finland, Czechoslovakia, Austria, Roumania, Hungary, Poland, Yugoslavia, Italy, Greece, Portugal, Western Germany and the Soudan. Agreements with other countries are under consideration.

4. The chronic shortage of housing has resulted in construction activities at a feverish pace. This means a heavy demand for construction materials, both local and imported, and for qualified native labour.

5. The heavy recruitment of labour from native villages has caused the government some concern and steps have been taken to limit this movement so as not to upset the native economy which, in the last resort, must be based on local agriculture. Mechanization of agriculture to some extent, or at least the use of more adequate hand tools, is one answer to the problem and efforts along this line are being made.

In summary it may be said that the economy of the Congo in 1948 developed in a reasonably satisfactory manner. Rising costs of imported goods, lower prices on world markets for colonial products and increased administrative expenditures were danger points which the government authorities have not failed to recognize. The measure of their success in dealing with these problems will influence the future progress of this colony with its immense resources and economic and political potentialities.

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#### **Sweden Added to List of Special Arrangement Countries**

Sweden has been added to the list of Special Arrangement Countries, as contained in Schedule I of the Foreign Exchange Control Regulations.

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#### **Finland Devalues Markka**

Stockholm, July 6, 1949.—(FTS)—The Finnish markka has been devalued by 17·7 per cent, the new official rate being 160 Finnish markkas to one United States dollar.

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#### **Trade Fair Being Held in Leopoldville**

Leopoldville, June 29, 1949.—(FTS)—Provision has been made for a trade fair to be held in Leopoldville from July 16 to August 16. Firms, such as Imoco, Otraci, Fillerys Congo and Bongaerts, will be exhibiting their respective products, so it is likely that Canadian commodities will be on display. Documentary films will be shown by the Government Information Service, and a number of Canadian films in their library will be screened to advantage.

# Argentina and Britain Conclude New Bilateral Trade Agreement

*United Kingdom to supply goods aggregating £92,535,000 in value in return for Argentine products valued at £129,000,000—Agreement for five years subject to cancellation on two months' notice by either party—Transactions to be settled in sterling.*

By H. L. Brown, Commercial Secretary for Canada

**B**UENOS AIRES, June 28, 1949.—Argentina and Great Britain concluded yesterday the negotiation of a new trade agreement whereby the United Kingdom undertakes to furnish goods aggregating £92,535,000 through normal channels. In return, the Argentine will supply products valued at £129,000,000, the bulk of which will consist of meat and feeding-stuffs. The "1949 Anglo-Argentine Convention", as it is called, was concluded following discussions extending over a period of four months, and is a continuation to some extent of the one-year "Andes" agreement, which expired on February 12, 1949.

The new agreement is entirely different, and extends over a period of five years, though it is subject to cancellation on two months' notice by Argentina or Great Britain before June 30 each year, and indicates the commodities selected for exchange between the two countries. Although it is precise, the new convention leaves important points for settlement in the future. For this purpose, a mixed consultative committee will be established in Buenos Aires, and will review the application of the various provisions. The committee will meet at regular intervals, and may propose to both governments such measures as would tend to develop trade between the two countries.

Transactions will be settled in pounds sterling, the rates of exchange for sterling being established by the Argentine Central Bank, based on the official middle rate quoted by the Bank of England for United States dollars. (It will be recalled that there are still several rates of exchange for conversion between pesos and sterling.) Article 25 provides that Argentina will permit, without restriction, the remittance of "invisible" payments, including profits, pensions and other income from Argentina to residents in the sterling area, in so far as sterling exchange is available. Another interesting feature is that the Argentine Trade Promotion Institute (IAPI), the official government buying and selling organization, is not specifically mentioned in the agreement. This does not mean that IAPI will not control part of the trade, especially the export of meat, grain and vegetable oils.

## **Schedule of Interchangeable Goods May be Supplemented**

The schedules of goods to be interchanged may be supplemented by agreement. In addition, the schedule of goods to be supplied by the United Kingdom, apart from petroleum, may be supplemented by provision for contracts relating to public works and to capital goods and, if it should be necessary to make any adjustment to maintain the balance of payments, this would be effected on the basis of new purchases of Argentine goods. In other words, provision is made for what may be termed supplementary agreements or compensation deals. The schedules of goods to be exchanged in each year shall be the subject of consultations prior to March 1.

The United Kingdom agrees to facilitate the supply to Argentina and Argentina agrees to grant all necessary facilities for importation, in each year, of goods to the value required to maintain reasonable equilibrium in the movement of sterling between the two countries. The United Kingdom agrees to facilitate the supply to Argentina of 1,500,000 tons of coal valued at approximately £8,500,000; iron and steel and manufactures, £7,000,000; non-ferrous metals and manufactures, £2,500,000; chemicals, drugs, dyes and colours, £5,650,000; machinery, including agricultural machinery and tractors, £14,000,000; transport equipment and material, £24,900,000; paper and cardboard, £1,000,000; electrical goods and appliances, £4,900,000; cotton yarns and manufactures, £6,800,000; wool and worsted yarns and manufactures, £4,000,000; silk, rayon, linen and other textile manufactures, £2,875,000; cutlery, tools, instruments, photographic equipment, etc., £2,350,000; pottery, glassware and abrasives, £3,200,000; miscellaneous products, £3,160,000; and sundry goods, £1,700,000; thus making a total of £92,535,000.

Further, the United Kingdom declares its willingness to lend all assistance to ensure the supply to Argentina, within the first year, of petroleum and petroleum products valued at £29,000,000, including 1,800,000 tons of crude oil, 3,750,000 tons of fuel oil and 250,000 tons of other petroleum products. In subsequent years both governments shall mutually agree on the quantities of petroleum and petroleum products to be made available each year. Importations shall be effected through the Argentine State Oilfields (*Yacimientos Petroliferos Fiscales*) and by normal importers, who will agree on the technical specifications and qualities with the sellers. Prices and conditions are to correspond with those current in the international petroleum market. The United Kingdom, subject to previous annual review by the two governments, agrees to continue to facilitate as far as practicable the supply to Argentina in each year of not less than the same values or quantities.

The list of goods to be supplied by the United Kingdom to Argentina is lengthy. Those items of particular interest to Canadian exporters, based on their possible effect on Canadian exports to Argentina, are:

*Iron and Steel and Manufactures* (£7,000,000)—Iron and steel (to the amount of 100,000 long tons) in unfabricated form, including bars, rods, sheets, plates, tubes, wires, railway rails, etc., £4,000,000; manufactures of iron and steel, including nails, nuts and bolts, screws, cables, heaters, gas and other stoves, radiators and other material for heating, steel office furniture, metallic frames and sashes for windows and doors and other articles for domestic use, £1,000,000.

*Non-ferrous Metals and Manufactures* (£2,500,000)—These include alloys, semi-manufactures, bars, ingots, tubes, sheets, etc., as well as valves and other manufactures.

*Chemicals, Drugs, Dyes and Colours* (£5,650,000)—Included are insecticides, serums, vaccines, dips, etc., £800,000; non-corrosive and protective paints for ships, acid-proof paints, enamels and varnishes for internal coating of food containers, etc., £100,000; sodium compounds, including 15,000 long tons of caustic soda and 20,000 of soda ash, £900,000; sundry chemicals, £2,000,000; as well as other specified items.

*Machinery* (£14,000,000)—No details are given, but this item, covering machinery in general, includes agricultural machinery and tractors as well as spares.

*Transport Equipment* (£24,900,000)—Transport equipment and material include ships, railway rolling stock, aircraft and spares, £13,000,000; passenger automobiles, £4,900,000; and spares, £1,000,000; trucks and other motor vehicles, mainly diesel and electric, £3,200,000; and spares, £800,000; bicycles and spares, £1,000,000.

*Paper and Cardboard* (£ 1,000,000)—Paper and cardboard of all kinds specifically include such as cardboard, manila, ivory and other fine board, paper in discs for manufacturing matches, wrapping paper, insulating paper and board, writing and general purpose paper of all kinds, gummed paper, wallpaper, tissue paper for duplicators, carbon paper, vegetable parchment and similar paper, and aluminum-coated paper.

*Electrical Goods and Appliances* (£ 4,900,000)—Electrical goods and appliances, in addition to items incidentally mentioned under iron and steel manufactures, cover electrical cable and wire, telecommunications and radiocommunications apparatus, and electronic apparatus, £ 2,400,000; domestic equipment, including 4,000 refrigerators, 8,000 washing-machines, 15,000 vacuum cleaners, 10,000 floor polishers, and 25,000 radios, together with toasters, water tanks, heaters, kettles and percolators, £ 1,250,000; industrial or commercial electrical equipment and spares, £ 1,250,000.

*Cutlery, Tools and Instruments* (£ 2,350,000)—This category includes cutlery of all types (table ware, razors, needles, fishhooks, etc.), £ 500,000; hand tools of all kinds, £ 1,000,000; clocks and watches, £ 150,000.

*Pottery, Glassware and Abrasives* (£ 3,200,000)—Items of interest to Canada are sanitary ware, £ 350,000; emery wheels, abrasive paper and cloth, £ 80,000; asbestos and its manufactures (excluding fibro-cement), £ 500,000; refractory bricks, industrial ceramics and glazed earthenware pipes, £ 300,000.

*Miscellaneous Products* (£ 3,160,000)—Those of interest are rubber manufactures of types such as giant tires, processed rubber in sheets, belting, medical and scientific goods, rubber flooring, as well as boots, shoes, gloves and capes, £ 350,000; live animals (presumably pedigree), £ 250,000; oilcloth and linoleum, £ 250,000; whisky and gin in bulk, £ 200,000; bottled whisky and gin, £ 400,000; musical instruments, £ 250,000; sewing-machines and parts, preferably industrial types, £ 100,000; toys and games, £ 100,000; typewriters and office machinery generally, £ 630,000.

*Sundry Goods* (£ 1,700,000)—No specific quotas are set up; items included are books and periodicals; hops; seeds (including seed potatoes); special leathers for industry; leather manufactures such as belting, footwear, etc.; furs; wood manufactures such as pipes, lasts, etc.; sporting goods; stationers' sundries such as pens, pencils, leads, etc.; herrings and dried codfish.

#### **Imports into the United Kingdom from Argentina**

The Argentine Government agrees to sell or facilitate the sale of Argentine goods to the United Kingdom, and the United Kingdom Government agrees, subject to agreement on price and quality, to clear or to grant all facilities necessary for the importation into the United Kingdom of goods to the value necessary to maintain, in approximate balance and at the highest level, transactions in pounds sterling between the two countries in both directions. In particular the Argentine Government agrees to sell or facilitate the supply to the United Kingdom of meat and meat products, valued at approximately £ 46,900,000; other foods and feeding-stuffs, £ 53,100,000; linseed oil, £ 10,000,000; various raw materials, £ 18,200,000; and other goods, £ 800,000; thus making a total of £ 129,000,000 a year.

Although the agreement concerns many commodities, the main problem has centred around the export of meat from Argentina to the United Kingdom, and no less than eight articles of the agreement are devoted to this important subject. In substance, Argentina undertakes to deliver not less than 300,000 long tons of beef, mutton and lamb and other offals

each year; the weight is calculated in terms of carcase weight equivalent, thus allowing for boned meat. However, Argentina undertakes to endeavour to deliver 400,000 long tons per annum, and the United Kingdom undertakes to purchase up to 600,000 long tons per annum, thus leaving ample room for expansion of the meat trade. In addition, Argentina undertakes to supply 20,000 tons of canned corned beef and/or mutton, product weight, and the United Kingdom undertakes to purchase up to 40,000 long tons per annum, again leaving room for expansion. In each case the quantities may be increased beyond the maxima by arrangement. In order to maintain better control over this trade, the arrangement provides for the quotas to be considered on a quarterly basis. The price of the beef, mutton and lamb is set at an average of £97·536 per long ton in the first twelve months, but the prices of the canned meat and of the pork and pig offals are to be arranged. All meat prices are on a basis of f.o.b. Argentine ports.

In addition to the basic items of carcase meat and offals and pork and pig offals (including bacon), the minimum quotas of which are valued at £34,000,000 in all, and canned meats, the minimum quota being valued at £7,700,000, the agreement provides for Argentine exports of meat extract, £1,200,000; soup stock and powders, £500,000; specialties, £3,000,000; and incidentals such as pharmaceutical offals, barrelled meat for ships' stores, etc., £500,000.

Feeding-stuffs include corn, £20,000,000; barley, oats and other grains, £3,000,000; oil cakes and meals, £10,000,000; wheat by-products, £2,000,000; and meat and bone meal, £500,000.

Other foods include edible oil (presumably vegetable such as peanut, sunflower, etc.), and whale oil, £9,000,000; edible fats, £4,200,000; frozen poultry, £1,500,000; butter and cheese, £400,000; fresh and processed fruits, £1,000,000; and a variety of products, including eggs (in the shell and processed), honey, shark liver oil, vinegar, wines and spirits, etc., £1,500,000.

Various raw materials include hides and skins, £11,600,000; wool, £1,340,000; tanning materials (presumably mainly quebracho extract), £1,500,000; casein, £200,000; organic fertilizers, £390,000; asphalt, £30,000; animal hair and bristles, £1,000,000; bone and bone ash, £440,000; hoofs, horns and gluestock, £20,000; willows, £40,000; metallic ores, £40,000; tung and other oils, £300,000; inedible tallow, £800,000; raw cotton and linters (short staples and second cuts), £500,000.

Sundry goods, totalling £800,000 in value, include gluten, glucose, starch, mica, wool and cotton waste, glycerine, stearine, plumes and feathers, etc.

#### **Argentina to Maintain Accounts in Sterling**

The Argentine Central Bank shall maintain "C" accounts at the Bank of England and at such other banks in the United Kingdom as may be desired. The existing "A" and "B" accounts shall remain open until they have been completely utilized, will continue to enjoy existing guarantees and their balances may continue to be available for payments as provided in Article 4(e)\* of the trade and payments agreement signed in February,

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\*Article 4(e) of the "Andes" Agreement of 1948 reads as follows: The Central Bank of the Argentine Republic shall continue to maintain "A" and "B" accounts at the Bank of England. The balances of the "A" account shall continue to earn interest at the rate of  $\frac{1}{2}$ % per annum and to enjoy the existing guarantee. The balances of the "A" and "B" accounts shall be available for payments of whatever nature within the sterling area—now entitled the Scheduled Territories.

1948. The balances standing to the credit of the "A" account shall continue to be subject to existing conditions or to future conditions established between the two banks.

The Argentine Central Bank will, without restriction, purchase and sell sterling at its disposal. The two banks may agree for payments in settlement of direct bulk current transactions to be made in sterling between residents of Argentina and residents of countries outside the sterling area.

A revaluation guarantee, in terms to be agreed upon between the two banks, shall apply to the balances standing to the credit of the "C" account and to the net forward position in sterling of the Argentine Central Bank. This guarantee took effect on the date of signature (June 27) of this agreement and shall apply to balances on the "C" account existing on that date and held from time to time in the ensuing twelve months, plus or minus the relative net forward position, and shall continue to apply until such balances have been utilized.

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#### **Korean Trade Mission Visiting Canada**

Four members of a Korean Trade Mission are due in Montreal tomorrow from New York, and will visit Ottawa on Tuesday of next week for discussions with government officials on various trade matters. They will spend Wednesday in Toronto, leaving that night for the United States.

Members of the mission due here are Yong Joo Kim, representing the Korean Steamship Company; Yong Won Kim, representing the Seoul Spinning Company, Limited; Se Hyun Rhee, a leading silk manufacturer; and Hang Sup Chun, an importer and exporter.

The Korean mission is interested in the development of two-way trade with Canada, and in the importation from this country of lumber, pulp and paper, and railway equipment. In return, Korea can supply agar, graphite, tungsten, wolfram, crabmeat and silks.

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#### **Ireland Seeking New Cattle Agreements**

Dublin, June 23, 1949.—(FTS)—Cattle agreements are the subject of negotiations between Ireland, Belgium, Holland and France for the coming year. It is estimated that approximately 12½ per cent of the total cattle exports from this territory in the twelve months ending in June, 1949, went to the continent, but the clause in the Anglo-Irish Trade Agreement of 1948, which stipulates that not more than 10 per cent of the Republic's total annual exports of cattle may be sent to the continent, came into force on June 1, 1949.

During the early part of 1949 a large proportion of Irish cattle exports went to the continent in return for supplies of machinery, phosphates and other raw materials. An increase in the price offered by the British Ministry of Food, however, was successful in deflecting the main stream of cattle exports back to the traditional market in the United Kingdom. No statistics are yet available, but newspaper estimates are that total exports from the Republic in the twelve months ended June 1, 1949, amounted to approximately 405,000 head. The pace at which the Irish cattle population is increasing is unlikely to mean any substantial rise in this figure in the coming year, but every effort is being made to increase output.

# Monthly Summary of Foreign Trade

## Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	62.8	70.3	242.0	230.5	189.1	208.6	235.4	237.0
February.....	57.4	59.6	227.2	236.4	153.1	179.5	208.3	205.0
March.....	71.1	73.3	282.7	301.2	178.4	209.0	228.4	216.8
April.....	48.5	50.9	282.9	312.3	178.5	190.9	212.3	237.8
May.....	75.6	67.0	368.4	315.2	197.0	267.8	282.3	272.9
June.....	73.3	66.0	343.2	322.8	166.7	272.7	233.5	.....
July.....	74.4	66.2	278.7	282.7	188.7	236.6	250.9	.....
August.....	77.1	69.1	257.0	295.0	242.7	221.3	224.1	.....
September.....	76.8	72.2	264.6	220.8	169.8	218.6	283.0	.....
October.....	91.3	88.2	314.0	227.9	204.2	250.8	307.0	.....
November.....	95.0	86.0	312.5	238.6	232.2	253.1	293.9	.....
December.....	81.3	68.9	266.9	234.8	211.9	266.2	316.4	.....
Total.....	884.5	837.6	3,440.0	3,218.3	2,312.2	2,774.9	3,075.4	1,169.6

## Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	44.6	49.7	126.4	129.7	140.3	173.8	206.1	223.8
February.....	42.9	47.0	138.4	112.4	117.0	177.1	182.2	206.0
March.....	59.1	65.1	150.8	132.5	139.9	208.9	197.1	235.9
April.....	45.3	48.9	137.5	133.8	160.8	225.6	226.7	242.7
May.....	66.1	67.1	159.0	143.8	164.2	240.3	225.1	250.5
June.....	60.5	58.9	152.5	146.5	157.7	231.1	233.0	.....
July.....	57.6	55.8	148.5	138.7	161.6	226.8	225.1	.....
August.....	57.9	57.0	157.3	128.1	163.2	204.6	206.5	.....
September.....	59.6	56.4	159.7	122.3	156.1	208.1	221.7	.....
October.....	68.6	63.9	160.1	134.4	186.4	254.5	243.4	.....
November.....	70.1	63.3	141.6	142.4	198.2	229.1	238.2	.....
December.....	52.2	44.3	127.2	121.2	181.9	194.2	232.0	.....
Total.....	684.6	677.5	1,758.9	1,585.8	1,927.3	2,573.9	2,636.9	1,158.9

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

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	+ 19.0 +	21.8 +	119.6 +	104.2 +	51.0 +	36.7 +	33.0 +	15.2 +
February.....	+ 15.3 +	13.5 +	90.9 +	128.0 +	37.7 +	4.7 +	28.1 +	1.2 +
March.....	+ 13.0 +	9.2 +	139.2 +	174.5 +	40.0 +	3.0 +	33.9 +	16.9 +
April.....	+ 4.0 +	2.6 +	149.2 +	184.3 +	19.5 +	32.2 +	11.6 +	2.4 +
May.....	+ 10.6 +	0.8 +	211.8 +	174.9 +	34.6 +	30.9 +	62.4 +	25.1 +
June.....	+ 13.8 +	7.9 +	193.5 +	180.7 +	11.1 +	45.3 +	3.0 +	.....
July.....	+ 17.9 +	11.4 +	133.3 +	147.4 +	29.6 +	12.8 +	28.4 +	.....
August.....	+ 20.3 +	12.9 +	101.9 +	172.5 +	82.8 +	20.3 +	20.0 +	.....
September.....	+ 18.3 +	16.7 +	107.6 +	102.7 +	15.8 +	13.4 +	64.4 +	.....
October.....	+ 23.8 +	25.3 +	158.4 +	98.5 +	20.2 +	0.8 +	66.0 +	.....
November.....	+ 26.2 +	23.5 +	175.9 +	98.8 +	37.0 +	26.9 +	58.2 +	.....
December.....	+ 30.3 +	25.6 +	142.9 +	115.2 +	32.4 +	76.7 +	87.3 +	.....
Total.....	+ 212.5 +	171.2 +	1,724.2 +	1,681.6 +	411.9 +	237.8 +	473.1 +	22.2 +

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

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

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	25.5	33.6	94.8	83.2	51.1	50.5	64.9	55.8
February.....	23.6	27.3	78.2	67.5	37.9	44.9	51.7	44.1
March.....	26.4	27.8	110.4	108.8	50.5	47.6	59.2	39.5
April.....	16.4	18.8	101.2	109.1	41.0	43.1	44.4	63.0
May.....	30.5	27.9	140.2	115.6	54.9	90.5	85.1	72.4
June.....	28.9	25.6	127.9	94.6	30.6	76.2	54.2	.....
July.....	30.5	25.8	104.9	83.9	40.4	69.4	56.3	.....
August.....	31.3	26.7	90.2	66.6	71.9	66.0	52.5	.....
September.....	30.8	28.9	94.4	58.8	54.3	54.5	47.9	.....
October.....	38.4	36.0	112.6	56.3	47.7	66.8	65.6	.....
November.....	41.4	35.8	102.2	52.4	57.9	69.3	56.7	.....
December.....	30.0	25.5	77.9	66.4	59.4	72.5	48.5	.....
Total.....	353.6	339.7	1,235.0	963.2	597.5	751.2	686.9	274.9

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

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	8.0	8.9	7.1	9.4	20.1	14.3	21.6	25.4
February.....	8.1	8.3	6.7	6.7	13.0	10.5	17.9	22.9
March.....	10.9	11.5	9.8	9.3	14.4	13.8	21.6	28.3
April.....	8.4	9.2	8.4	12.0	21.2	12.7	24.6	30.1
May.....	12.7	11.9	13.0	15.2	18.8	15.2	27.4	29.5
June.....	10.8	9.2	9.4	13.8	23.4	18.1	26.0	.....
July.....	11.3	9.7	5.9	12.0	21.9	17.7	29.4	.....
August.....	11.4	10.4	4.6	10.7	14.5	15.1	24.7	.....
September.....	10.5	10.0	7.1	9.6	12.0	15.6	24.1	.....
October.....	11.0	11.6	18.1	12.1	15.6	18.3	29.3	.....
November.....	13.0	11.0	11.1	14.8	14.9	17.8	28.3	.....
December.....	8.0	7.0	9.4	14.9	11.7	20.3	24.6	.....
Total.....	124.0	119.3	110.6	140.5	201.4	189.4	299.5	136.3

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

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	+ 17.7	+ 24.8	+ 88.2	+ 74.5	+ 31.2	+ 36.3	+ 43.4	+ 30.5
February.....	+ 14.6	+ 18.7	+ 72.0	+ 61.4	+ 24.9	+ 34.5	+ 33.9	+ 21.4
March.....	+ 15.6	+ 16.4	+ 100.7	+ 101.5	+ 36.2	+ 33.9	+ 37.7	+ 11.3
April.....	+ 9.1	+ 9.6	+ 93.0	+ 98.9	+ 19.8	+ 30.4	+ 19.8	+ 33.4
May.....	+ 17.7	+ 16.2	+ 127.3	+ 101.1	+ 36.2	+ 75.6	+ 57.8	+ 43.4
June.....	+ 18.3	+ 16.6	+ 118.6	+ 81.3	+ 7.3	+ 58.2	+ 28.3	.....
July.....	+ 19.4	+ 16.3	+ 99.3	+ 72.2	+ 18.6	+ 52.0	+ 27.1	.....
August.....	+ 20.0	+ 16.5	+ 85.7	+ 56.8	+ 57.5	+ 51.1	+ 27.9	.....
September.....	+ 20.3	+ 19.0	+ 87.7	+ 49.2	+ 42.4	+ 39.4	+ 24.1	.....
October.....	+ 27.5	+ 24.6	+ 94.9	+ 44.8	+ 32.1	+ 48.7	+ 36.5	.....
November.....	+ 28.4	+ 24.8	+ 91.3	+ 37.7	+ 43.3	+ 51.6	+ 28.6	.....
December.....	+ 22.1	+ 18.6	+ 68.7	+ 51.6	+ 47.8	+ 52.5	+ 24.0	.....
Total.....	+ 230.8	+ 222.1	+ 1,127.5	+ 830.9	+ 397.4	+ 564.3	+ 389.2	+ 140.0

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

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	22.1	20.0	85.3	84.7	62.3	79.5	105.0	116.0
February.....	19.7	16.8	91.6	91.5	57.6	69.4	94.8	106.7
March.....	25.9	22.7	97.4	103.3	66.5	83.1	112.5	122.4
April.....	20.1	18.0	120.3	109.1	71.4	88.3	109.2	110.7
May.....	26.1	20.4	131.9	117.2	72.2	79.8	114.7	121.2
June.....	25.1	20.0	111.2	112.3	66.5	82.0	109.8	.....
July.....	25.9	21.0	98.8	102.7	74.8	82.1	118.9	.....
August.....	28.3	25.3	86.0	112.6	75.0	81.4	114.0	.....
September.....	29.4	25.1	110.5	84.8	69.6	87.5	162.0	.....
October.....	33.5	28.0	123.0	88.4	99.1	102.4	148.9	.....
November.....	31.9	28.4	118.9	101.2	89.2	92.9	163.3	.....
December.....	33.3	24.7	126.4	88.9	83.9	106.0	147.8	.....
<b>Total.....</b>	<b>321.3</b>	<b>270.5</b>	<b>1,301.3</b>	<b>1,197.0</b>	<b>887.9</b>	<b>1,034.2</b>	<b>1,501.0</b>	<b>577.0</b>

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

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	28.7	32.3	106.3	101.8	97.4	136.4	150.0	164.8
February.....	27.9	31.2	115.8	92.8	86.0	138.4	136.8	148.8
March.....	38.0	42.9	123.3	105.3	100.1	165.1	138.3	169.0
April.....	29.2	31.4	114.4	102.7	114.8	181.6	159.5	177.3
May.....	38.3	40.5	127.0	104.8	113.4	184.7	145.0	172.1
June.....	36.4	37.1	122.2	110.7	106.6	174.7	154.9	.....
July.....	33.4	34.1	124.0	103.5	112.5	168.9	149.5	.....
August.....	33.7	35.3	138.3	96.8	123.1	155.3	136.1	.....
September.....	36.2	34.7	135.6	89.6	115.8	163.0	152.7	.....
October.....	42.5	38.5	121.4	101.3	140.4	190.4	160.2	.....
November.....	40.8	37.6	116.1	103.3	149.5	174.4	163.4	.....
December.....	33.6	29.2	102.9	89.9	145.6	141.7	159.4	.....
<b>Total.....</b>	<b>418.7</b>	<b>424.7</b>	<b>1,447.2</b>	<b>1,202.4</b>	<b>1,405.3</b>	<b>1,974.7</b>	<b>1,805.8</b>	<b>831.9</b>

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

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	- 5.9	- 11.3	- 18.3	- 15.0	- 33.2	- 55.8	- 43.2	- 47.3
February.....	- 7.5	- 13.8	- 22.7	+ 1.9	- 27.1	- 67.1	- 40.4	- 40.6
March.....	- 10.3	- 19.5	- 19.4	+ 1.7	- 32.4	- 80.2	- 24.2	- 44.9
April.....	- 8.4	- 12.8	+ 9.0	+ 10.1	- 41.9	- 91.6	- 48.0	- 65.1
May.....	- 11.0	- 19.5	+ 6.8	+ 15.0	- 39.9	- 102.7	- 28.7	- 49.1
June.....	- 10.5	- 16.5	- 9.0	+ 3.8	- 38.5	- 90.5	- 43.5	.....
July.....	- 6.6	- 12.4	- 23.3	+ 1.5	- 35.9	- 84.9	- 28.6	.....
August.....	- 4.5	- 9.4	- 50.4	+ 18.2	- 45.6	- 71.6	- 20.3	.....
September.....	- 5.9	- 8.9	- 23.0	- 2.3	- 44.7	- 73.8	+ 11.4	.....
October.....	- 8.0	- 9.7	+ 5.2	- 9.9	- 39.4	- 86.2	- 9.6	.....
November.....	- 7.7	- 8.6	+ 6.4	- 0.1	- 58.1	- 79.8	+ 1.5	.....
December.....	- 0.7	- 3.7	+ 25.9	+ 0.1	- 60.1	- 33.9	- 9.9	.....
<b>Total.....</b>	<b>- 87.0</b>	<b>- 146.0</b>	<b>- 112.7</b>	<b>+ 25.0</b>	<b>- 496.7</b>	<b>- 918.1</b>	<b>- 283.6</b>	<b>- 247.0</b>

# Canadian Trade by Commodities

## EXPORTS

Commodity	Twelve Months Ended April					
	Average 1935-39		1948		1949	
	Value \$'000,000	Per cent	Value \$'000,000	Per cent	Value \$'000,000	Per cent
Agricultural and Vegetable Products...	246.7	29.2	675.0	23.5	690.9	22.4
Animals and Animal Products.....	116.5	13.8	362.5	12.6	391.5	12.7
Fibres, Textiles and Textile Products...	11.7	1.4	43.7	1.7	42.2	1.4
Wood, Wood Products and Paper.....	207.8	24.6	617.8	32.0	925.5	30.0
Iron and Its Products.....	55.2	6.5	274.5	9.6	299.3	9.7
Non-Ferrous Metals and Products.....	149.2	17.7	341.2	11.9	416.2	13.5
Non-Metallic Minerals and Products...	23.0	2.7	78.7	2.7	90.6	2.9
Chemicals and Allied Products.....	18.5	2.2	84.6	2.9	81.0	2.6
Miscellaneous Commodities.....	15.7	1.9	87.3	3.0	150.5	4.9
<b>Total</b> .....	<b>844.3</b>	<b>100.0</b>	<b>2,871.3</b>	<b>100.0</b>	<b>3,087.7</b>	<b>100.0</b>

## IMPORTS

Commodity	Twelve Months Ended April					
	Average 1935-39		1948		1949	
	Value \$'000,000	Per cent	Value \$'000,000	Per cent	Value \$'000,000	Per cent
Agricultural and Vegetable Products...	123.8	19.2	347.9	13.4	359.9	13.2
Animals and Animal Products.....	25.4	3.9	84.0	3.2	85.4	3.1
Fibres, Textiles and Textile Products...	94.0	14.6	362.6	13.9	366.5	13.4
Wood, Wood Products and Paper.....	28.0	4.3	85.9	3.3	75.4	2.8
Iron and Its Products.....	146.3	22.7	795.6	30.6	840.2	30.7
Non-Ferrous Metals and Products.....	36.6	5.7	161.0	6.2	166.2	6.1
Non-Metallic Minerals and Products...	116.7	18.1	497.4	19.1	596.4	21.8
Chemicals and Allied Products.....	32.8	5.1	115.4	4.4	121.2	4.4
Miscellaneous Commodities.....	40.7	6.3	150.7	5.8	122.2	4.5
<b>Total</b> .....	<b>644.3</b>	<b>100.0</b>	<b>2,600.6</b>	<b>100.0</b>	<b>2,733.4</b>	<b>100.0</b>

### New Tractor to be Produced in Australia

Melbourne, May 9, 1949.—(F.T.S.)—Chamberlain Industries, Limited, of Welshpool, Western Australia, near Perth, are ready to mass produce a wheeled tractor specially designed to suit farming conditions in Australia.

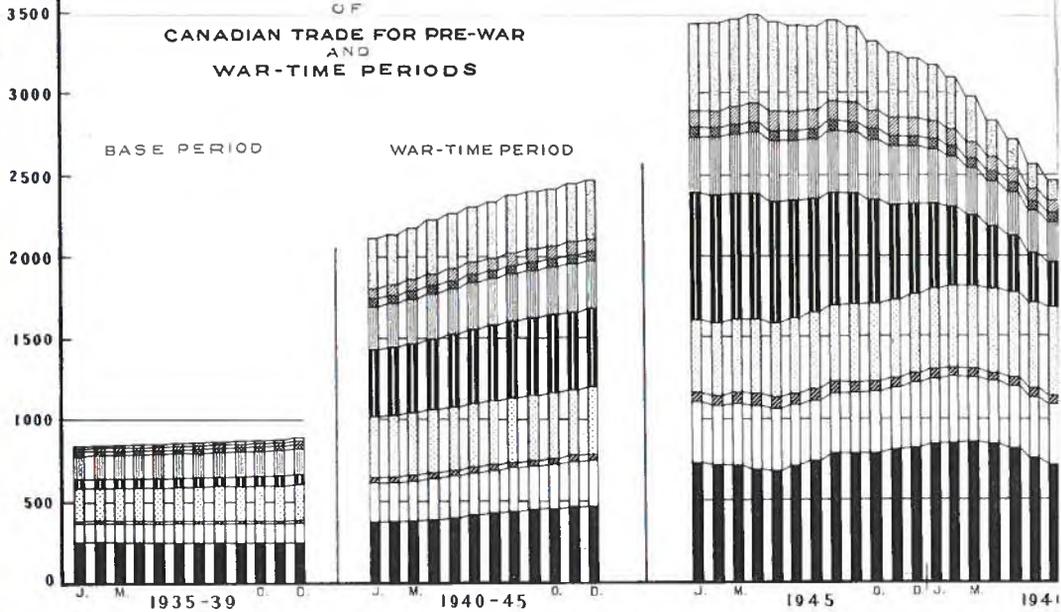
Known as the Chamberlain Type 40K, the tractor will be turned out at a rate of eight per day. Price is set at £A1,000 and the company proposes to allocate a proportion of those produced to the export market. Eventually, two other models, one smaller and one larger, will be produced. The essential characteristic of the tractor is its mechanical simplicity, enabling the operator to perform all but major repairs, a condition necessary in Australia, where servicing organizations do not normally cover country areas.

The plant is located in former government munitions buildings, and machine shops and tool rooms contain dozens of up-to-date machine tools procured from departing United States forces under lend-lease. A new building houses a modern mechanical foundry, equipped with the latest electric furnaces and moulding machines. About 1,000 hands will eventually be employed.

MILLION DOLLARS

### EXPORT TRADE OF CANADA BY MONTH COMPARED WITH (RUNNING TWELVE MONTH AVERAGES)

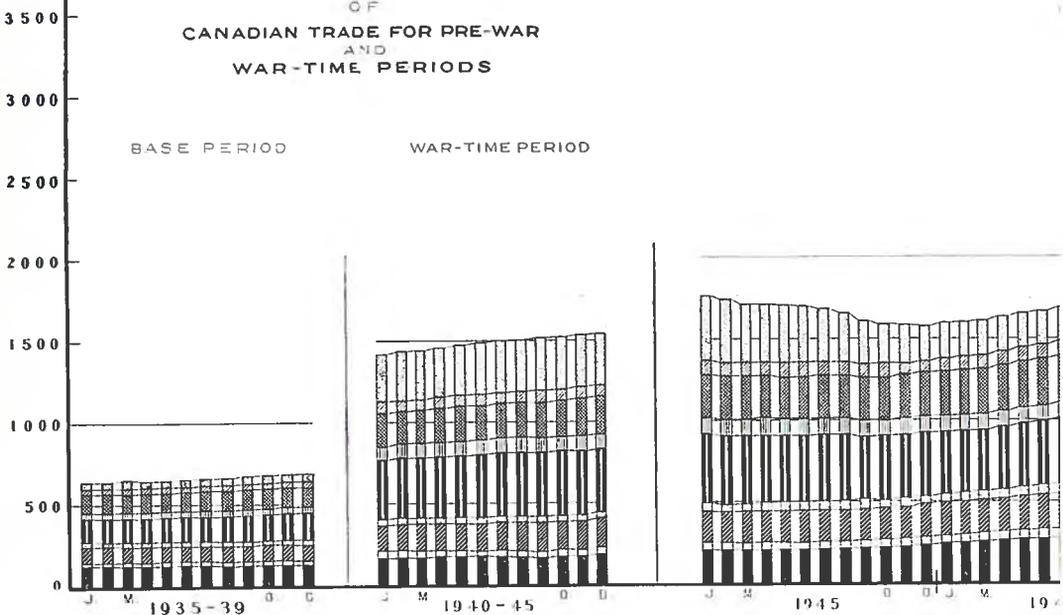
FIVE-YEAR AVERAGES  
OF  
CANADIAN TRADE FOR PRE-WAR  
AND  
WAR-TIME PERIODS



MILLION DOLLARS

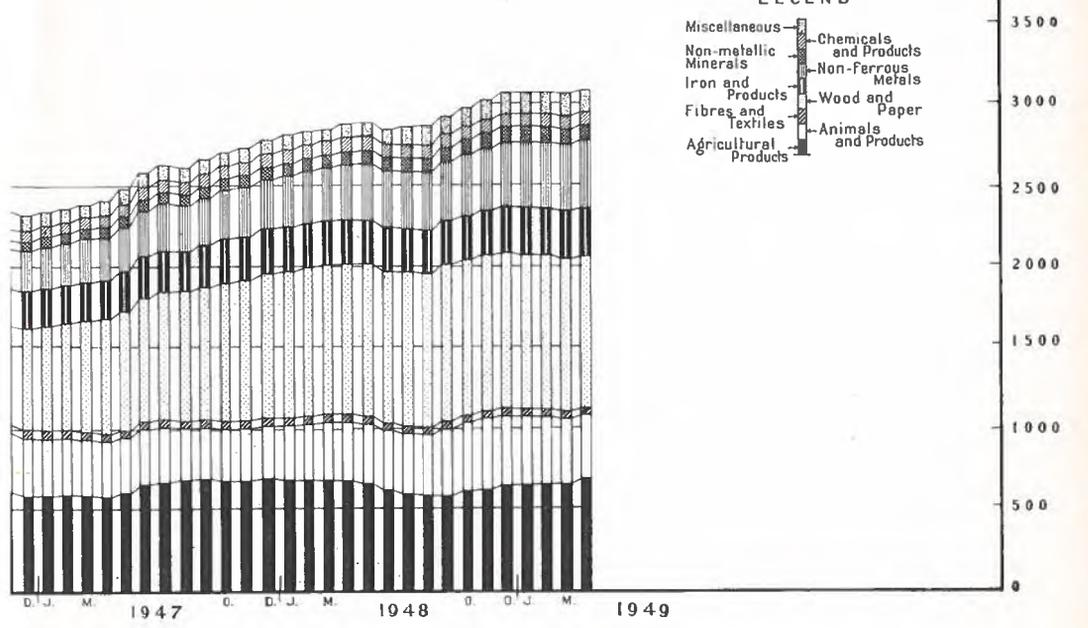
### IMPORT TRADE OF CANADA BY MONTH COMPARED WITH (RUNNING TWELVE MONTH AVERAGES)

FIVE-YEAR AVERAGES  
OF  
CANADIAN TRADE FOR PRE-WAR  
AND  
WAR-TIME PERIODS



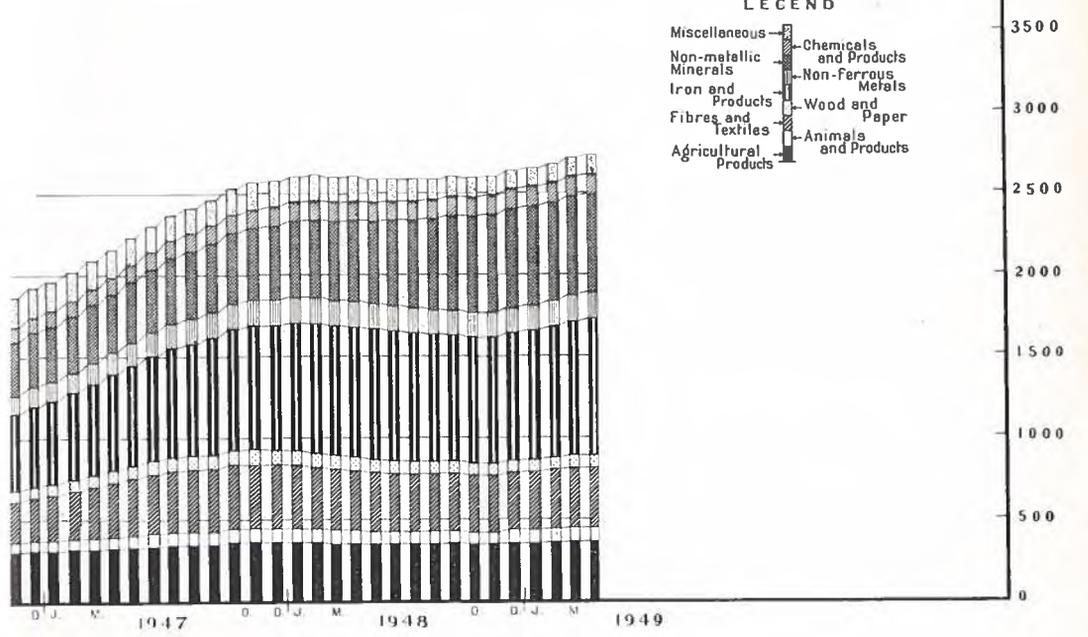
MILLION DOLLARS

**COMMODITY GROUPS, 1945-49**  
 -YEAR AVERAGES  
 (MONTH TOTALS)



MILLION DOLLARS

**COMMODITY GROUPS, 1945-49**  
 -YEAR AVERAGES  
 (MONTH TOTALS)

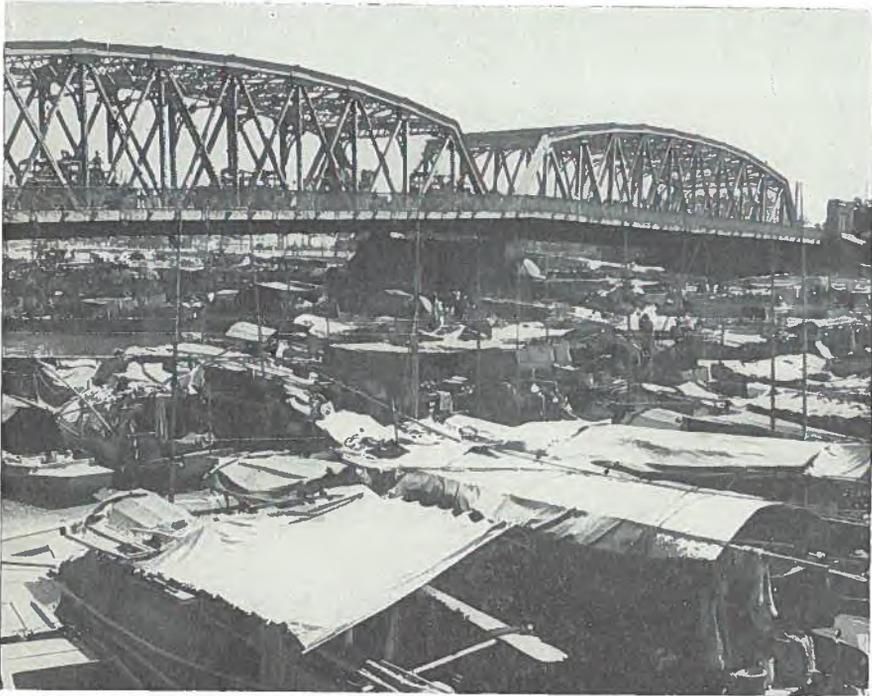


## Shanghai Considered Commercially Dead

Shanghai, June 24, 1949.—(F.T.S.)—Optimism that swept through Shanghai following “liberation”, has been replaced by a spirit of pessimism for the future. The city is commercially dead, as a result of the port being closed by the reported mining of the river entrance and air raid attacks that damaged the Blue Funnel liner *Anchises*.

Despite the fact that the wage policy of the Shanghai Military Control Commission was observed, there has been a good deal of labour trouble during the last ten days or two weeks. Incidentally, this policy has created for foreign firms a wage bill fifty to one hundred per cent higher than in previous months. The foreign staffs of several large British and United States firms have been locked in by their employees, and the new local authorities have taken no suppressive action. It has been necessary, in most instances, for employers to meet the demands of their workers.

Employers have also been compelled to take on contract labour on a permanent basis. The cumulative effect of such wage bills will create high prices at a time when China needs the revenue from exports. Furthermore, prices are already too high for exporters to find a ready market for their goods.



China—Soochow Creek, Shanghai, where there is a large floating population of “water gypsies”, who are born and die in their boats. The Garden Bridge is an important thoroughfare in this metropolis of the Orient.

### 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.

# Cultivation of Fruit is Receiving More Attention in Netherlands

*Area of some 150,000 acres set aside for this purpose—Average of 196,000 metric tons of fruit marketed each year between 1935 and 1942—Apple and pear crop this year estimated at 400,000 metric tons—Export possibilities appear favourable.*

By J. A. Langley, Commercial Counsellor for Canada

(One guilder equals \$0.3769 Canadian)

**T**HE HAGUE, June 30, 1949.—Fruit cultivation is receiving increasing attention in the Netherlands, and an area of some 150,000 acres has been set aside for this purpose. Approximately 57 per cent of this is for the growing of apples, 23 per cent for pears, 8 per cent for cherries, 8 per cent for plums, and 4 per cent for strawberries, raspberries, etc.

An average of 196,000 metric tons of fruit was marketed each year between 1935 and 1942. The crop in 1947 was particularly large, amounting to 439,000 metric tons, valued at about 133,000,000 guilders, of which about 25 per cent was exported. It is expected that the 1949 crop of apples and pears will amount to 400,000 metric tons, for which an outlet will have to be found. Export possibilities appear favourable this year, however, under a trade agreement between the Netherlands and Great Britain, which has undertaken to purchase 15,000 tons of pears and 10,000 tons of apples for delivery in December. It is expected that Czechoslovakia will import some 12,000 tons of apples, and that 2,500 tons will be delivered to the British forces in Germany. Efforts will also be made to resume shipments to Germany, which formerly purchased about 10,000 tons a year, most of this fruit consisting of apples and pears for processing.

Prior to 1940 the average annual domestic fruit consumption was approximately 40 kilograms (88 pounds) per head of the population. This quantity included some 25 pounds of semi-tropical fruits and bananas. In 1947, a quantity of 73 pounds of home-grown fruit was available per head of the population.

Sales of domestic fruit are handicapped by the fact that by far the greater part of the crops must be sold in August, September and October. During the years 1936-39, 70 per cent of the total fruit production was sold at the auctions during the period August-November.

## Considerable Quantities of Fruit Purchased by Processing Industry

Considerable quantities of fruit are purchased by the processing industry. Before the war the following percentages of the various fruit crops were consumed by the processing plants: blackberries, 94 per cent; raspberries, 85 per cent; strawberries, 57 per cent; red and white currants, 40 per cent; gooseberries, 36 per cent; cherries, 33 per cent; plums, 25 per cent; apples, 17 per cent; and pears, 4 per cent. Although the percentage of apples is low, not less than 15,000 metric tons of this product were processed annually.

Until the present time, a large percentage of the fruit consumed by the Netherlands processing plants has been manufactured into pulp and syrup. Since the demand for these commodities is showing a decreasing tendency, it is not very likely that large quantities will be produced in 1949.

Before the war the Netherlands offered a very good outlet for dried fruit, but this was obtained principally from the United States at prices which were so low that Netherlands producers could not compete.

In fruit-growing circles it is believed that it is possible and advisable to increase the output of apple juice to approximately 20 million litres (about 4,400,000 gallons) per annum. The total present capacity of the twenty Netherlands undertakings engaged in the manufacture of apple juice is estimated at 2,200,000 gallons.

Prior to 1940 fairly large quantities of fresh apples were imported from various countries. In 1939, arrivals from abroad weighed 18,230 metric tons, of which the United States and Canada supplied 14,726 and 1,338 tons, respectively. In view of the extending domestic production and due to the present unfavourable dollar position it is obvious that the chances of selling Canadian apples in the Netherlands are small, and it is not likely that imports will be made for some time.

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## Ireland Reaches Agreement with Britain on Price Schedule for Sheep and Lambs

*Will operate up to April 2, 1950, which is the period for which prices for British home-bred sheep and lambs have already been fixed—Increase in Irish sheep population anticipated.*

**D**UBLIN, June 22, 1949.—(FTS)—Ireland has reached a new agreement with the British Ministry of Food on a price schedule for sheep and lambs. This schedule will operate up to April 2, 1950, which is the period for which prices for British home-bred sheep and lambs have already been fixed. The range of prices for Irish fat lambs of good quality, exported alive, runs from 25d. to 29d. per pound dressed carcase weight, and for fat sheep of good quality the price is 1½d. per pound less. Prices have also been agreed on for other grades of sheep and lambs. The price range for fat lambs produced in Britain is from 25½d. to 29¾d. per pound and 1½d. per pound less is paid for fat sheep of good quality produced in Britain.

An assurance has also been obtained from the British Ministry of Food that the relationship between the prices now fixed for Irish exports and the prices for British home-bred sheep and lambs will not be altered to the disadvantage of the former up to 1952. The agreement appears to have been greeted with approval in Irish agricultural circles, and should encourage an increase in the sheep population, which is at present very low.

The census of crops and livestock published last autumn showed that in the twelve months ending June 1, 1948, the sheep population had fallen by two per cent, from 2,094,100 to 2,033,300. Exports of fat sheep, which in 1938 amounted to 112,539 animals valued at £179,406, have fallen away completely, and, when announcing the price agreement, the Minister for Agriculture added the words "if and when we have an exportable surplus to send them". Exports of store sheep continue to fall, from 49,532 animals in 1947 to 48,962 animals in 1948. These exports, however, increased in value from £143,540 to £191,386. The export figures for lambs show a more hopeful prospect, since the number increased from 5,535 in 1947 to 9,580 in 1948, with a corresponding increase in value from £10,967 to £27,873. Owing to the mild weather this season, a welcome increase in the sheep population has taken place.

## British Clothing Manufacturers Advised Of Requirements for Canadian Market

*Members of mission that toured Canada last March report that attention should be devoted to sizing, styling, workmanship and materials—Products must be competitive in price and delivery.*

LONDON, July 12, 1949.—(FTS)—British clothing manufacturers have been advised by members of a mission that toured Canada last March that attention should be devoted to sizing, styling, workmanship and materials. Their products must be competitive in price and delivery, and their efforts to secure a market in Canada should be supported by suitable promotion and representation. It was recognized that clothing made in Great Britain was more expensive, and that Canadians were not prepared to pay a premium for British clothing, except in the higher quality and specialty ranges.

The clothing mission, which represented men's, women's and children's outerwear, proofed clothing, shirts, collars and ties, investigated the Canadian market and has just submitted its report to the industry in this country. It is explained that climatic differences are largely responsible for the differences between clothing worn in Great Britain and that acceptable in Canada, and suggested that the British clothing trade should enlist the support of the textile industries in providing suitable cloth.

Canadian production methods and results were considered comparable with those in the United Kingdom. While few items were seen to compare with the higher grades in Britain, the low and medium ranges were competitive. Despite the level of the domestic industry, the high standard of living and developing economy of a young country provided considerable room for imports. The British clothing industry was urged to consider group representation and the establishment of a central marketing organization. Efforts to increase the volume of exports to Canada would not succeed unless there was adequate representation, it was explained in the report.

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### Applications Considered to Purchase American Account Sterling

The Foreign Exchange Control Board has notified Canadian banks that it is prepared in certain cases to consider applications to purchase American account sterling on behalf of importers who wish to cover the rate of exchange on their commitments for goods to be imported from the sterling area.

A case has recently come to the Board's attention where an order for raw materials of sterling area origin was placed by a Canadian manufacturer through a United States merchant rather than through a Canadian merchant because the former was able to buy sterling in New York for forward delivery at a discount and thus effect a saving in cost in terms of Canadian dollars to the Canadian manufacturer. The Canadian merchant tendering for this business necessarily based his price on the official rate in Canada for buying sterling for forward delivery and was unable to compete.

The Board's action is designed to place Canadian merchants on a competitive basis with United States merchants in circumstances of this kind.

## Trade Commissioners on Tour

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

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

Brantford—Board of Trade.	Saint John—Board of Trade.
Calgary—Board of Trade.	Sarnia—Chamber of Commerce.
Charlottetown—Board of Trade.	Saskatoon—Board of Trade.
Edmonton—Canadian Manufacturers' Association.	Sherbrooke—Chamber of Commerce.
Fredericton—Chamber of Commerce.	St. Catharines—Chamber of Commerce.
Galt—Board of Trade.	St. John's—Department of Trade and Commerce, Stott Building.
Goderich—Board of Trade.	Strafrod—Board of Trade.
Halifax—Board of Trade.	Toronto—Canadian Manufacturers' Association.
Hamilton—Chamber of Commerce.	Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Kingston—Chamber of Commerce.	Victoria—Department of Trade and Industry.
Kitchener—Chamber of Commerce.	Welland—Board of Trade.
London—Chamber of Commerce.	Windsor—Chamber of Commerce.
Moncton—Board of Trade.	Winnipeg—Canadian Manufacturers' Association.
Montreal—Montreal Board of Trade.	Woodstock—Board of Trade.
Niagara Falls—Chamber of Commerce	
Pembroke—Chamber of Commerce.	
Quebec City—Board of Trade.	
Regina—Chamber of Commerce.	

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.	Brantford—October 20.
Hamilton—October 17.	Kitchener—October 21.
Niagara Falls—October 18.	Montreal—October 24-November 8.
St. Catharines; Welland—October 19.	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.

Toronto—July 19-30.	Kitchener—August 5-6.
Hamilton—August 2-3.	London—August 8.
Brantford—August 4.	Windsor—August 9-10.

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

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

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.  
Batavia, Deseronto—November 21.  
Kingston, Brockville—November 22.  
Ottawa—November 22-23.  
Pembroke, Douglas—November 24.  
New York City—November 27.

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## Trade and Tariff Regulations

### Cuban Duties on Potatoes Amended

Effective July 1, 1949, the Cuban import duties were amended in accordance with an agreement reached between Cuba and the United States and Canada at the session of the contracting parties to the General Agreement on Tariffs and Trade, now being held at Annecy, France. Under this agreement, the Cuban seasonal duties have been increased by \$1.00 per 100 kilograms for potatoes imported during July and decreased by \$1.00 on imports during October and November. Under the agreement, table potatoes imported into Cuba from Canada are increased from \$4.00 to \$5.00 per 100 kilograms during July and decreased from \$4.00 to \$3.00 in October and from \$5.00 to \$4.00 in November. The duties remain unchanged at \$3.00 in August and September and at \$5.00 from December to June inclusive.

The preferential margin accorded to potatoes of United States origin remains unchanged, the new rates for which country are \$3.00 in July, \$1.00 in October and \$3.00 in November. The rates for United States potatoes in August and September are unchanged at \$1.00 and from December to June at \$4.00.

In addition to the duty, a surtax of 20 per cent of the duty applies to Canadian potatoes throughout the year. This surtax is applicable to United States potatoes only from November to June inclusive.

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### Japan Admits Gift Parcels Free of Duty

Gift parcels containing only clothing, food and medicine in quantities sufficient for personal use are admitted into Japan free of customs duty. If medicine is enclosed in excess of this quantity, the parcel will be treated as undeliverable.

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### Portugal Increases Import Duties and Customs Surtax

Lisbon, July 2, 1949.—(FTS)—Substantial increases have been made by Portugal in the basic import duties on 186 tariff items, including such goods as alcoholic beverages, furs, linseed oil, textiles, clothing, radio, gramophone and television sets, and firearms. The increases in the new rates of duty vary from 10 to 27 per cent.

A second decree published on June 9, 1949, increased the customs surtax on imported goods from 20 to 60 per cent of the duty, except goods

## Trade and Tariff Regulations—Concluded

which are subject to ad valorem rates, goods from the Portuguese colonies, and products covered by about 20 tariff items including raw wool, certain chemicals and fertilizers, potatoes, corn, fresh and dried codfish.

The additional 5 per cent formerly levied on lubricating oils and greases is now cancelled and these products become subject to the general customs surtax of 60 per cent.

The "National Salvation" tax on diesel oil, gasoline and unspecified ethers and essences is increased from 0.83 paper escudos to 2.13 paper escudos per kilogram. The customs surtax increase mentioned above does not apply to these products.

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### Peru Permits Duty-Free Entry of Certain Kerosene Stoves

Lima, June 22, 1949.—(FTS)—Effective June 15, 1949, provision has been made by Peru for the duty-free entry of one- and two-burner kerosene stoves, together with spare parts and wicks. In addition, Peruvian manufacturers of kerosene stoves will be permitted to import duty-free materials required for the manufacture of kerosene stoves in this country.

Other kerosene cooking stoves are permitted entry into Peru, and are dutiable at a rate of 0.40 sol per kilogram, gross weight.

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### Import Procedure Extended to French Zone of Germany

Frankfurt, July 7, 1949.—(FTS)—The Joint Export-Import Agency has announced that the import procedure in the British and American Zones of Western Germany will be applicable to the French Zone as of July 15, 1949. German importers in that zone will be able to make direct applications for imports to the Aussenhandelsbanker, under the procedure established by JEIA Instruction No. 29, and the Import Advisory Committee. The latter makes weekly foreign currency allotments required for financing imports, which will now be available for the French Zone.

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### Britain Offers New Zealand Dairy Produce Contract

Wellington, June 5, 1949.—(FTS)—New Zealand has been offered a contract by the British Ministry of Food to supply evaporated milk, buttermilk powder and skimmed milk products over a six-year period. The dairy companies are considering the quantities that can be produced, but there has been no mention of prices offered or the quantities to be supplied. Consideration is being given to prices for the new season's butter and cheese.

#### DATA FOR EXPORTERS COMPILED

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



## Ocean-Going Sailing Schedules

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

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

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

### DEPARTURES FROM MONTREAL

† Calls at Halifax several days later.

\* Calls at Quebec.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Aden—</b>			
Port Aden.....	August 2-5	<i>Adrastus</i>	Cunard Donaldson
Port Aden.....	August 26-31	<i>Schiedijk</i>	Cunard Donaldson
<b>Africa-South and East—</b>			
Cape Town.....	(August 4	<i>Thorstrand</i>	Kerr Steamships
Port Elizabeth.....	August 5-13	<i>Grelrosa</i>	Elder Dempster
East London.....	August 10	<i>A Ship</i>	Elder Dempster
Durban.....	August 15	<i>A Ship</i>	March Shipping
Lourenço Marques..	August 20-25	<i>Shelburne County</i>	March Shipping
	August 25	<i>Thorshall</i>	Kerr Steamships
Beira.....	August 4	<i>Thorstrand</i>	Kerr Steamships
Mombasa.....	August 25	<i>Thorshall</i>	Kerr Steamships
<b>Argentina—</b>			
Buenos Aires.....	{ August 13-17	<i>Bowhill</i>	Cunard Donaldson
	August 16	<i>Mormacsaga</i>	Montreal Shipping
<b>Australia—</b>			
Brisbane.....	} Late August	<i>Port Wellington</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Geelong.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	(July 23-Aug. 4	<i>Mont Gaspe</i>	Montreal Shipping
	August 1-5	<i>Rouen</i>	Furness Withy
	August 3-10	<i>Vasaholm</i>	Swedish American
	August 4	<i>Ravnefjell</i>	Brock Shipping
	August 7-13	<i>Kent County</i>	Canada Steamships
	August 14-20	<i>Sein</i>	Furness Withy
	August 16	<i>Rutenfjell</i>	Brock Shipping
	August 17-23	<i>Beckenham</i>	Cunard Donaldson
	August 17-25	<i>Mont Alta</i>	Montreal Shipping
	August 22-26	<i>Grey County</i>	Canada Steamships
<b>Brazil—</b>			
Rio de Janeiro.....	{ August 13-17	<i>Bowhill</i>	Cunard Donaldson
Santos.....	August 16	<i>Mormacsaga</i>	Montreal Shipping
Bahia.....	August 16	<i>Mormacsaga</i>	Montreal Shipping

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>British Honduras—</b> Belize.....	August 6	*† <i>Benny</i> (r)	Saguenay Terminals
<b>Ceylon—</b> Colombo.....	August 10	<i>City of Glasgow</i>	McLean Kennedy
<b>Canal Zone—</b> Cristobal.....	August 6	*† <i>Benny</i> (r)	Saguenay Terminals
<b>China—</b> Shanghai.....	August 15-20	<i>Rockside</i>	March Shipping
<b>Colombia—</b> Barranquilla..... Barranquilla.....	August 6 August 8-12	*† <i>Benny</i> (r) * <i>Polykarp</i>	Saguenay Terminals Swedish American
<b>Cuba—</b> Havana..... Havana.....	August 4-8 August 6	<i>Federal Pioneer</i> *† <i>Benny</i> (r)	Federal Commerce Saguenay Terminals
<b>Denmark—</b> Copenhagen.....	{ August 3-10 August 8-11 August 9 August 12	<i>Vasaholm</i> <i>Erland</i> <i>Oris</i> <i>Ragneborg</i>	Swedish American Swedish American Brook Shipping Montreal Shipping
<b>Dominican Republic—</b> Ciudad Trujillo.....	August 14	*† <i>Sunprince</i>	Saguenay Terminals
<b>Egypt—</b> Alexandria..... Port Said..... Suez.....	{ August 2-5 August 26-31	<i>Adrastus</i> <i>Schiedijk</i>	Cunard Donaldson Cunard Donaldson
<b>Finland—</b> Helsinki.....	{ August 3-10 August 8-11	<i>Vasaholm</i> <i>Erland</i>	Swedish American Swedish American
<b>France—</b> Le Havre..... Marseilles.....	{ August 1-5 August 3-10 August 7-13 August 14-20 August 22-26 August 20-25	<i>Rouen</i> <i>Vasaholm</i> <i>Kent County</i> <i>Sein</i> <i>Grey County</i> <i>Capo Vita</i>	Furness Withy Swedish American Canada Steamships Furness Withy Canada Steamships Furness Withy
<b>French Indo China—</b> Saigon.....	August 2-8	<i>Steel Worker</i>	Isthmian Steamships
<b>Germany—</b> Hamburg.....	{ July 23-Aug. 4 August 3-10 August 17-23 August 17-25	<i>Mont Gaspe</i> <i>Vasaholm</i> <i>Beckenham</i> <i>Mont Alla</i>	Montreal Shipping Swedish American Cunard Donaldson Montreal Shipping
<b>Guatemala—</b> Puerto Barrios.....	August 6	*† <i>Benny</i> (r)	Saguenay Terminals
<b>Hong Kong.....</b>	{ August 2-8 August 15-20 August 18-21	<i>Steel Worker</i> <i>Rockside</i> <i>Telemachus</i>	Isthmian Steamships March Shipping Cunard Donaldson
<b>India and Pakistan—</b> Karachi..... Bombay..... Madras..... Calcutta..... Cochin.....	{ August 10 August 15-20	<i>City of Glasgow</i> <i>Rockside</i>	McLean Kennedy March Shipping
<b>Indonesia—</b> Batavia..... Samarang..... Soerabaya..... Cheribon.....	{ August 2-5 August 26-31	<i>Adrastus</i> <i>Schiedijk</i>	Cunard Donaldson Cunard Donaldson

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Indonesia—Con.</b>			
Belawan-Deli.....	August 2-5	<i>Adrastus</i>	Cunard Donaldson
Batavia.....	August 2-8	<i>Steel Worker</i>	Isthmian Steamships
Belawan-Deli.....			
<b>Ireland—</b>			
Dublin.....	July 26-30	<i>Lord O' Neill</i>	McLean Kennedy
<b>Malaya—</b>			
Penang.....	August 2-5 August 2-8 August 26-31	<i>Adrastus</i> <i>Steel Worker</i> <i>Schiedijk</i>	Cunard Donaldson Isthmian Steamships Cunard Donaldson
Port Swettenham...			
<b>Mexico—</b>			
Veracruz.....	August 4-8	<i>Federal Pioneer</i>	Federal Commerce
<b>Netherlands—</b>			
Amsterdam.....	July 23-Aug. 4	<i>Mont Gaspe</i> <i>Vasaholm</i> <i>Ravnefjell</i> <i>Rutenfjell</i> <i>Beckenham</i> <i>Mont Alla</i>	Montreal Shipping Swedish American Brock Shipping Brock Shipping Cunard Donaldson Montreal Shipping
Rotterdam.....	August 3-10		
	August 4		
	August 16		
	August 17-23		
	August 17-25		
<b>Netherlands</b>			
<b>Antilles—</b>			
Willemstad.....	August 8-12	* <i>Polykarp</i> *† <i>Sunprince</i>	Swedish American Saguenay Terminals
Curacao.....	August 14		
<b>New Zealand—</b>			
Auckland.....	August 16-21	<i>City of Calcutta</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
New Plymouth.....			
<b>Norway—</b>			
Oslo.....	August 3-10 August 8-11 August 15	<i>Vasaholm</i> <i>Erland</i> <i>Lyngenfjord</i>	Swedish American Swedish American Kerr Steamships
Kristiansand.....			
Stavanger.....			
Bergen.....			
Oslo.....	August 9	<i>Oris</i>	Brock Shipping
Stavanger.....			
Bergen.....			
Trondheim.....	August 15	<i>Lyngenfjord</i>	Kerr Steamships
<b>Philippines—</b>			
Manila.....	August 18-21	<i>Telemachus</i>	Cunard Donaldson
Cebu.....			
Manila.....	August 2-8	<i>Steel Worker</i>	Isthmian Steamships
<b>Poland—</b>			
Gdynia.....	August 3-10 August 8-11	<i>Vasaholm</i> <i>Erland</i>	Swedish American Swedish American
Gdansk.....			
<b>Puerto Rico—</b>			
San Juan.....	August 8-11	* <i>Polykarp</i> *† <i>Sunprince</i>	Swedish American Saguenay Terminals
San Juan.....	August 14		
<b>Siam—</b>			
Bangkok.....	August 2-8	<i>Steel Worker</i>	Isthmian Steamships
<b>Singapore.....</b>			
	August 2-5 August 2-8 August 26-31	<i>Adrastus</i> <i>Steel Worker</i> <i>Schiedijk</i>	Cunard Donaldson Isthmian Steamships Cunard Donaldson
<b>Sweden—</b>			
Gothenburg.....	August 3-10 August 8-11 August 12	<i>Vasaholm</i> <i>Erland</i> <i>Ragneborg</i>	Swedish American Swedish American Montreal Shipping
Malmö.....			
Stockholm.....			
Norrköping.....	August 3-10	<i>Vasaholm</i> <i>Erland</i>	Swedish American Swedish American
	August 8-11		

**DEPARTURES FROM MONTREAL—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom--</b>			
Avonmouth.....	August 1-6	<i>Brazilian Prince</i>	Furness Withy
Swansea.....	August 2-7	<i>Dorelian</i> (r)	Cunard Donaldson
	August 17-22	<i>Norwegian</i>	Cunard Donaldson
	August 20-26	<i>Montreal City</i>	Furness Withy
Glasgow.....	July 30-Aug. 7	<i>Laurentia</i>	Cunard Donaldson
	August 14-22	<i>Lismoria</i> (r)	Cunard Donaldson
	Aug. 28-Sept. 4	<i>Salacia</i> (r)	Cunard Donaldson
Leith.....	July 29-Aug. 3	† <i>Cairnavon</i>	Furness Withy
Newcastle.....			
Liverpool.....	August 2-8	<i>Arabia</i> (r)	Cunard Donaldson
	August 11-15	<i>Ascania</i> (r)	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.....	August 1-10	<i>Seaboard Trader</i>	March Shipping
	August 4	<i>Ravnefjell</i>	Brock Shipping
	August 9-15	<i>Hillcrest Park</i>	Cunard Donaldson
	August 16	<i>Rutenfjell</i>	Brock Shipping
	August 23-29	<i>Asia</i> (r)	Cunard Donaldson
Manchester.....	August 3-6	† <i>Manchester Port</i> (r)	Furness Withy
	August 10-13	<i>Manchester City</i> (r)	Furness Withy
	August 17-20	<i>Manchester Regiment</i> (r)	Furness Withy
<b>Uruguay—</b>			
Montevideo.....	August 13-17	<i>Bowhill</i>	Cunard Donaldson
	August 16	<i>Mormacsaga</i>	Montreal Shipping
<b>Venezuela—</b>			
Puerto Cabello.....	August 8-11	* <i>Polykarp</i>	Swedish American
La Guaira.....			
Maracaibo.....			
Las Piedras.....	August 14	*† <i>Sunprince</i>	Saguenay Terminals
<b>West Indies—</b>			
Jamaica.....	August 5	<i>Canadian Highlander</i>	Canadian National
Bahamas.....	August 15	* <i>Canadian Observer</i>	Canadian National
	August 25	<i>Canadian Victor</i>	Canadian National
Antigua.....	July 26-Aug. 4	* <i>Alcoa Partner</i> (r)	Alcoa Steamships
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....			
Grenada.....			
Montserrat.....			
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....	August 2-11	<i>Lady Nelson</i> (r)	Canadian National
	August 9-18	* <i>Alcoa Pegasus</i>	Alcoa Steamships
	August 12-21	* <i>Canadian Cruiser</i> (r)	Canadian National
	Aug. 23-Sept 1	* <i>A Ship</i>	Alcoa Steamships
	September 6-15	* <i>A Ship</i>	Alcoa Steamships

**DEPARTURES FROM QUEBEC**

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Liverpool.....	August 24-29	<i>Franconia</i> (r)	Cunard Donaldson
London.....	August 14-18	<i>Samarina</i> (r)	Cunard Donaldson
	Aug. 28-Sept. 1	<i>Scythia</i> (r)	Cunard Donaldson

## DEPARTURES FROM HALIFAX

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b> Santiago.....	August 2-4	<i>Dufferin Bell</i>	Pickford and Black
<b>Dominican Republic—</b> Ciudad Trujillo.....	August 2-4	<i>Dufferin Bell</i>	Pickford and Black
<b>Haiti—</b> Port au Prince.....	August 2-4	<i>Dufferin Bell</i>	Pickford and Black
<b>Jamaica—</b> Kingston.....	August 2-4	<i>Dufferin Bell</i>	Pickford and Black
<b>United Kingdom—</b> Liverpool.....	{ August 9-13 August 23-27	<i>Nova Scotia (r)</i> <i>Newfoundland (r)</i>	Furness Withy Furness Withy
Southampton.....	August 13	<i>Aquitania</i>	Cunard Donaldson

## DEPARTURES FROM VANCOUVER

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

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa—South and East—</b> Cape Town.....	August 12 August August August September 10	<i>Limburg</i> <i>Tosca</i> <i>Thetis</i> <i>Eugenia Chandris</i> <i>Silversandal</i>	Dingwall Cotts B.W. Greer and Son B.W. Greer and Son B.W. Greer and Son Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Lourenço Marques.....			
<b>Argentina—</b> Buenos Aires.....	September 1	<i>Grenanger</i>	Empire Shipping
<b>Australia—</b> Sydney.....	Mid-August	<i>Yarrowonga</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
Sydney.....	August 31	<i>Alameda</i>	Dingwall Cotts
Melbourne.....	September 21	<i>Sonoma</i>	Dingwall Cotts
<b>Belgium—</b> Antwerp.....	{ August 14 August 21 August 26 August 28	<i>Bio Bio (r)</i> <i>Brimanger</i> <i>Seattle (r)</i> <i>Wyoming</i>	Gardner Johnson Canada Shipping Gardner Johnson Empire Shipping
<b>Brazil—</b> Rio de Janeiro.....	September 1	<i>Grenanger</i>	Empire Shipping
Santos.....			
<b>Burma—</b> Rangoon.....	August 9	<i>Mapia</i> <i>Salatiga</i>	Dingwall Cotts Dingwall Cotts
Rangoon.....	September 5		
<b>Canal Zone—</b> Balboa.....	August 14 August 23 August 31	<i>Coastal Nomad</i> <i>Santa Leonor</i> <i>Gunner's Knot</i>	Gardner Johnson Gardner Johnson Gardner Johnson
Panama City.....			
Cristobal.....			
Balboa.....	{ August 8 September 5	<i>Don Aurelio</i> <i>Glimmaren</i>	Empire Shipping Empire Shipping

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Chile—</b>			
Arica.....	August 23	<i>Santa Leonor</i>	Gardner Johnson
Antofagasta.....			
Valparaiso.....			
Antofagasta.....	September 1	<i>Grenanger</i>	Empire Shipping
Valparaiso.....			
<b>China—</b>			
Shanghai.....	{ August 5-6 August 12-13	{ <i>China Mail (r)</i> <i>American Mail</i>	{ Canadian Blue Star Canadian Blue Star
<b>Colombia—</b>			
Barranquilla.....	{ August 8 August 14 August 31 September 5	{ <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Gunner's Knot</i> <i>Glimmaren</i>	{ Empire Shipping Gardner Johnson Gardner Johnson Empire Shipping
Buenaventura.....	August 23	<i>Santa Leonor</i>	Gardner Johnson
<b>Costa Rica—</b>			
Puntarenas.....	{ August 8 August 14 August 31 September 5	{ <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Gunner's Knot</i> <i>Glimmaren</i>	{ Empire Shipping Gardner Johnson Gardner Johnson Empire Shipping
<b>Ecuador—</b>			
Guayaquil.....	August 23	<i>Santa Leonor</i>	Gardner Johnson
<b>El Salvador—</b>			
La Libertad.....	{ August 8 August 14 August 31 September 5	{ <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Gunner's Knot</i> <i>Glimmaren</i>	{ Empire Shipping Gardner Johnson Gardner Johnson Empire Shipping
<b>Fiji—</b>			
Suva.....	Early August	<i>Thorscape</i>	Empire Shipping
<b>France—</b>			
Le Havre.....	August 21	<i>Brimanger</i>	Canada Shipping
<b>Germany—</b>			
Hamburg.....	{ August 14 August 26	{ <i>Bio Bio (r)</i> <i>Seattle (r)</i>	{ Gardner Johnson Gardner Johnson
<b>Guatemala—</b>			
San Jose.....	{ August 8 August 14 August 31 September 5	{ <i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Gunner's Knot</i> <i>Glimmaren</i>	{ Empire Shipping Gardner Johnson Gardner Johnson Empire Shipping
<b>Hong Kong</b> .....	{ August 5-6 August 11 August 12-13	{ <i>China Mail</i> <i>Colorado</i> <i>American Mail</i>	{ Canadian Blue Star Dodwell and Co. Canadian Blue Star
<b>India and Pakistan—</b>			
Madras.....	August 9 September 5	<i>Mapia</i> <i>Salatiga</i>	Dingwall Cotts Dingwall Cotts
Calcutta.....			
Karachi.....	August 10 September 10	<i>Høegh Silverspray</i> <i>Manoeran</i>	Dingwall Cotts Dingwall Cotts
Bombay.....			
Bombay.....	August 18	<i>Silverguava</i>	Dingwall Cotts
Calcutta.....			
<b>Indonesia—</b>			
Batavia.....	August 5 August 10 August 18 September 5 September 10	<i>Mapia</i> <i>Høegh Silverspray</i> <i>Silverguava</i> <i>Salatiga</i> <i>Manoeran</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts Dingwall Cotts Dingwall Cotts
Soerabaya.....			
Samarang.....			
Cheribon.....			
<b>Italy—</b>			
Genoa.....	August 31	<i>Tritone</i>	Empire Shipping
Naples.....			
Venice.....			

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Japan—</b> Yokohama..... Kobe..... Nagoya.....	{ July 31–Aug. 14 August 5–6 August 11 August 12–13 Aug. 30–Sept. 10	<i>Lake Atlin</i> <i>China Mail</i> (r) <i>Colorado</i> <i>American Mail</i> <i>Lake Sicamous</i>	Canada Shipping Canadian Blue Star Dodwell and Co. Canadian Blue Star Anglo Canadian
<b>Lebanon—</b> Beirut.....	September 5	<i>Erato</i>	Empire Shipping
<b>Malaya—</b> Penang.....	August 18	<i>Silverguava</i>	Dingwall Cotts
<b>Mexico—</b> Manzanillo..... Acapulco.....	{ August 14 August 31	<i>Coastal Nomad</i> <i>Gunner's Knot</i>	Gardner Johnson Gardner Johnson
<b>New Caledonia—</b> Noumea.....	Early August	<i>Thorscape</i>	Empire Shipping
<b>New Hebrides—</b> Port Vila.....	Early August	<i>Thorscape</i>	Empire Shipping
<b>Netherlands—</b> Rotterdam..... Rotterdam..... Amsterdam.....	{ August 21 August 13	<i>Brimanger</i> <i>Dalerdyk</i>	Canada Shipping Royal Mail Line
<b>New Zealand—</b> Wellington..... Auckland.....	{ August 31 September 21	<i>Alameda</i> <i>Sonoma</i>	Dingwall Cotts Dingwall Cotts
<b>Persian Gulf.....</b>	{ August 10 September 10	<i>Høegh Silverspray</i> <i>Manoeran</i>	Dingwall Cotts Dingwall Cotts
<b>Peru—</b> Callao..... Mollendo.....	{ August 23 September 1	<i>Santa Leonor</i> <i>Grenanger</i>	Gardner Johnson Empire Shipping
<b>Philippines—</b> Manila..... Iloilo..... Cebu..... Manila..... Iloilo..... Manila..... Cebu..... Manila.....	{ August 5–8 August 11 August 12–13 August 26–27 September 10 August 9 September 5 August 18 August 10	<i>China Mail</i> (r) <i>Colorado</i> <i>American Mail</i> <i>India Mail</i> <i>Manoeran</i> <i>Mapia</i> <i>Salatiga</i> <i>Silverguava</i> <i>Høegh Silverspray</i>	Canadian Blue Star Dodwell and Co. Canadian Blue Star Canadian Blue Star Dingwall Cotts Dingwall Cotts Dingwall Cotts Dingwall Cotts Dingwall Cotts
<b>Samoa—</b> Apia..... Pago-Pago..... Pago-Pago.....	{ Early August August 31 September 21	<i>Thorscape</i> <i>Alameda</i> <i>Sonoma</i>	Empire Shipping Dingwall Cotts Dingwall Cotts
<b>Singapore.....</b>	August 18	<i>Silverguava</i>	Dingwall Cotts
<b>Society Islands—</b> Papeete.....	Early August	<i>Thorscape</i>	Empire Shipping
<b>Sweden—</b> Stockholm..... Gothenburg.....	{ August 14 August 26	<i>Bio Bio</i> (r) <i>Seattle</i> (r)	Gardner Johnson Gardner Johnson
<b>Trieste.....</b>	August 31	<i>Tritone</i>	Empire Shipping

DEPARTURES FROM VANCOUVER—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b> Manchester .....	August 22	<i>Pacific Enterprise</i>	Furness Withy
Unstated Ports .....	July 27–Aug 15 August 10–25 August 13 August 14 August 24 Late August	<i>Lake Chilliwack</i> <i>Lake Winnipeg</i> <i>Garden State</i> <i>Bio Bio (r)</i> <i>Cape Howe</i> <i>Alcyone Hope</i>	Empire Shipping Canada Shipping Anglo Canadian Gardner Johnson Balfour Guthrie Canada Transports
London .....	August 13 August	<i>Dalerdyk</i> <i>Loch Avon</i>	Royal Mail Lines Royal Mail Lines
<b>Uruguay—</b> Montevideo .....	September 1	<i>Grenanger</i>	Empire Shipping
<b>Venezuela—</b> Maracaibo .....	August 8 August 14 August 31 September 5	<i>Don Aurelio</i> <i>Coastal Nomad</i> <i>Gunner's Knot</i> <i>Glimmaren</i>	Empire Shipping Gardner Johnson 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 ..	Daily, except Sunday	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.

### All-time Record Sugar Production Established in Trinidad

Port-of-Spain, June 29, 1949.—(FTS)—With a production of 159,032 tons of sugar in 1949 and an expected yield of over 170,000 tons in 1950, efforts of the producers and manufacturers in the postwar rehabilitation of the Trinidad industry are bearing fruit. This production is over 37 per cent more than that of 1948 and over 7,000 tons higher than the previous record of 1936, and will bring a return of over \$16 million (B.W.I. funds) from the 138,532 tons allocated for export. Of this amount, 74,000 tons are being shipped to Canada and the remainder to the United Kingdom. Some 20,500 tons will be retained in the colony for local use. The future of the industry in common with those of other parts of the British Caribbean remains uncertain, pending the conclusion of current negotiations for a long-term guaranteed market.

# 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 Metrópole, 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, 4 Aurangzeb Road. Address for letters: 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 11	Nominal Quotations July 18
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.....	Escudo	....	-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