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In This Issue

United States—Market Attracts Attention of Many Countries	618
Netherlands—Barter Deals with Bizonal Germany Banished	620
Argentina and Chile—Canadian Bulls Command Record Prices	621
United States—Funds for Canadian Wheat Purchase Approved	622
United States—Detroit Businessmen Considering First Trade Fair	626
Peru—Trade Shows Increase, but Unfavourable Balance Larger	628
Great Britain—Import Restrictions Suspended on Some Goods	633
Canada—Chart of Physical Volume of Imports for Consumption	635
Canada—Chart of Physical Volume of Exports of Domestic Produce	635
Canada—Exports, by Countries (January-August, 1949)	636
France—Merchant Marine Rebuilt Rapidly in Past Three Years	639
Canada—Import Controls on Fresh Fruits and Vegetables Removed	641
India—Laboratories for Industrial Research Being Established	643
Lebanon and Syria—Existing Customs Union Strengthened by Pact	646

Regular Features

Foreign Exchange Quotations	664
Foreign Commercial Representatives in Canada	662
Foreign Trade Service Abroad	659
Trade Commissioners on Tour	648
Trade Fairs and Exhibitions	625
Transportation	650
Departures from Montreal	650
Departures from Quebec	654
Departures from Halifax	654
Departures from Saint John	655
Departures from Vancouver-New Westminster	655
Services to Newfoundland	658

COVER SUBJECT—Barrels of Nova Scotia apples, of which 400,000 will be shipped to Great Britain between the beginning of November and the end of January, under an agreement between the British Ministry of Food and the Canadian Government. British Columbia will supply 434,000 boxes of fresh apples under the same agreement, half of this quantity being shipped in October and half in November. Through the Agricultural Prices Support Board, Canada will contribute \$1,500,000 for the purchase of these apples, and the British Government will contribute a like amount. Nova Scotia apples will account for 72 per cent of the total cost involved, and British Columbia apples for 28 per cent. Nova Scotia varieties involved are: Cox Orange, Ribston, McIntosh, Golden Russet, Cortland, Northern Spy, Jonathan, York Imperial, King Blenheim, Gagno, Wagner, Baldwin, Stark and Ben Davis. British Columbia varieties are: Cox Orange, Rome Beauty, Spitzenberg, Grimes Golden, Newtons, Jonathan and McIntosh.

Photo by National Film Board.

Price 10 cents

United States Market Attracts Attention of Many Countries

Belgium, Brazil, Great Britain and the Netherlands are embarking on intensive sales campaigns—As in Canada, country is a collection of markets, and products should be suited to requirements of regions—Canadian firms can take advantage of opportunity to establish demand for many products.

By J. H. English, Commercial Counsellor for Canada

WASHINGTON, September 26, 1949.—Practical steps are being taken by many countries to increase their dollar earnings by expanding trade with the United States. Holland, Belgium, Brazil, and, of course, the United Kingdom, are making every effort to exploit export prospects in this country.

The British, for example, have been collecting a mass of statistical material during the past few months, obtained in surveys conducted by the various British trade representatives in New York, Chicago, New Orleans, and San Francisco. The British feel that increased sales outlets in the United States can be developed for woollen and worsted piece-goods, sporting goods, carpets, china and earthenware, bicycles and wheeled goods, toys, scientific and professional instruments, footwear, specialty food-stuffs, cutlery, luggage and leather goods. As a result of the recent devaluation of the pound, many American firms, including Macy's of New York, have stated that their companies are preparing to increase British purchases substantially, providing British manufacturers maintain their former prices for goods. Prices of British-made automobiles in the United States have already been cut 20 per cent; consequently increased sales are anticipated.

Holland stepped into the limelight last week with the announcement by Jan R. M. Van Den Brink, Minister of Economic Affairs, of a sweeping export campaign directed at the United States. He stated that Holland's current export earnings of some \$30 million annually may be trebled by 1952, when Marshall Aid is scheduled to end. Special incentives will be given exporters of Dutch products to the United States and Canada, with the government allowing them 10 per cent of their revenue in dollars for the payment of costs and commissions in the countries of destination, and for the purchase of American products. The Dutch are planning the appointment of trade commissioners in the United States; one in Chicago, one in Los Angeles, and one in either New Orleans, Dallas, or Houston. The location of the fourth post has not yet been announced. The co-ordination of the trade commissioners' activities will be in the hands of Lubertus Smilde, Dutch Chief Trade Commissioner, who is at present Director of Trade Promotion at the Netherlands Chamber of Commerce in New York City. The Dutch export drive will be promoted entirely by private concerns, with the government confining itself to guidance and encouragement. Formation of export combinations by several manufacturers of identical or related products will be especially encouraged by initial financial support from the Dutch Government.

Belgian Exports to United States Show Increase

Belgium, for more than a year, has been developing an aggressive program to sell her products in the United States. Her exports to this country rose from \$57 million in 1947 to \$91 million in 1948. Belgium

hopes to raise her exports to \$10 million monthly, from about \$6 million at the present time. Several months ago, Maurice Heyne, the Commercial Counsellor at the Belgian Embassy in Washington, outlined a comprehensive program for market research and sales efforts in the United States to guide Belgian manufacturers and exporters. He stressed these points: "The American market cannot be considered as an entity, economically or commercially. It is a collection of many markets. Belgian manufacturers should concentrate on selected areas. The product must be suited to the region, and the selling method suited to the product. Price is an all-important factor. It is necessary to sell 'American style'. An American program is essential."

This program has been implemented chiefly thus far through trade exhibits and the contacts made. These are followed up by salesmen who contact their prospects personally. A Belgian exhibit has been held in New Orleans for more than a year, and has been extended for another year, as results were eminently satisfactory. Additional exhibits will be displayed in Dallas, at the State Exposition, in October, and at Kansas City and Chicago, also in October. Belgian officials see a huge import market in the Central and Southwestern States, which they believe is a relatively untouched field for the European exporter.

Brazil Plans Series of Exhibits in United States

Brazil is the latest country to announce a nation-wide campaign in the United States. Her intention is to interest American concerns in larger imports from Brazil. The Brazilian Government Trade Bureau, with the backing of Brazilian exporters and producers, plans to stage exhibits in the principal United States cities, and to conduct extensive market research in this country to create additional markets for Brazilian products.

It is to be hoped that Canadian exporters will emulate the initiative and far-sightedness of the above-mentioned countries in making every effort to develop this market for their products. Discussions were held recently with the purchasing agents of the principal department stores in the Washington area by personnel of this Embassy. It is believed that many sales outlets exist for a variety of Canadian items. For example, habitant-carved figures, of the type readily available in Quebec, would have a definite appeal. Most large local department stores carry an extensive stock of porcelain figures which are imported principally from Italy and China, and retail at very high prices. The purchasing agent of one store pointed out that, in spite of relatively high prices for these porcelain figures, there is a definite demand for such items. When asked if he would be interested in introducing habitant-carved figures, he was very enthusiastic, and requested that he be placed in touch with Canadian suppliers. Other department stores expressed interest in obtaining quotations on Canadian baby shoes and golf balls, which they believe would sell very well, provided, of course, that competitive prices could be obtained.

In nearly every case, the department store contacted expressed surprise that Canadian firms do not, as a rule, take the initiative and send travelling salesmen to visit them with samples, prices, etc. Under the circumstances, Canadian firms would be well advised to give serious consideration to the possibility of sending their own salesmen to contact the larger American department stores periodically, in an effort to interest them in handling their products.

Netherlands and Bizonal Germany Banish Barter and Compensation Transactions

Not permitted under an agreement recently negotiated through the Joint Export-Import Agency—German and Dutch traders may invoice in Deutsche marks—Freer exchange of goods now possible.

FRANKFURT-AM-MAIN, September 8, 1949.—(FTS)—Barter and compensation transactions will not be permitted under an agreement recently negotiated through the Joint Export-Import Agency between the Netherlands and the bizonal area of Germany. This pact was signed eleven days after a somewhat similar agreement with Switzerland had been negotiated. A new system of dual accounts has been introduced, thus enabling German and Dutch traders to invoice in Deutsche marks.

On the Western German side, it has been agreed to grant import licences without any quantitative restrictions, except on a brief number of items which are chiefly agricultural (fresh vegetables, fish, spirits, seeds and potatoes). Maximum figures have been agreed upon for these commodities. Thus, demand will determine what German importers will buy from the Netherlands and its overseas territories. The Netherlands agrees to use all the purchasing power which accrues from their exports to Western Germany for imports from Western Germany and not to call for any cash settlement of balances on the offset account. In addition, the Netherlands Government has also agreed to make \$8,000,000 available every three months for the purchase of certain group commodities according to almost unrestricted importers' choice.

Another aspect of the agreement refers to a few important commodities. The Western German authorities have agreed to make available rolling mill products, potash and coal. The Netherlands authorities will make available amounts of copra, palm oil, palm kernels and coconut oil. This will assure, as far as possible, that both countries will receive adequate supplies.

Both sides are convinced that the new trading policy represents a further departure from the restrictive practices which were necessary in the immediate postwar period but which now pose a serious problem to the Organization for European Economic Co-operation. These practices are no longer necessary in view of the improved economic conditions in Europe and the greater availability of many of the commodities which, until recently, were in world short supply. Under the new freedom in trade it is hoped that trade in each direction will exceed between \$140 million to \$150 million per year.

South African Citrus Exports Increased

Citrus-growing conditions in the Eastern Cape of South Africa were greatly improved by rain at the end of April, but the weather remained dry into June in the Far Eastern Cape and Midlands. Good rains have brought about normal growing conditions in the Transvaal except in the west. Exports up to May 31 totalled 492,385 cases as compared with 290,224 cases in the corresponding period last year. Nearly 400,000 cases went to the United Kingdom and important shipments went to the Netherlands, Ireland and Sweden. Shipping facilities to the United Kingdom and the European continent are adequate, but there is insufficient shipping to meet the demand in Far Eastern markets.—(*Barclays Bank Review*)

Canadian Bulls Command Record Prices in Argentina and Chile

Glenafton Rag Apple Monogram, a Canadian grand champion Holstein-Friesian, fetches highest quotation for his breed—Glenafton Rag Apple purchased for 920,000 Chilean pesos, the highest price ever paid in that country for purebred livestock.

By W. B. McCullough, Commercial Secretary for Canada (Agriculture)

BUENOS AIRES, September 21, 1949.—Increasing interest is being shown in Argentina in Holstein-Friesian (Holando Argentino) cattle, as evidenced by the fact that a record price of 82,000 pesos was recently paid at a sale here for *Glenafton Rag Apple Monogram*, a grand champion Holstein bull, which arrived from Canada sixteen months ago by air. An agricultural journal, which reproduced a fine photograph of this bull, stated that, "In Canada, a country in which the Holstein-Friesian breed provides a subject for legitimate pride, *Glenafton Rag Apple Monogram* was distinguished with the classification 'XXX', which is conferred only on animals of the highest standard".

Other sales of purebred Holsteins were as follows: Three bulls, averaging 3,733 pesos; 23 cows, averaging 1,876 pesos; four heifers, averaging 1,537 pesos; three young bulls, averaging 1,233 pesos; four heifer calves, averaging 600 pesos; and three bull calves, averaging 550 pesos.

A despatch from Santiago, Chile, states that another imported Canadian bull, *Glenafton Rag Apple*, was purchased for 920,000 Chilean pesos, the highest price ever paid in that country for purebred livestock.

Argentina—*Glenafton Rag Apple Monogram*, a grand champion Holstein-Friesian bull shipped from Canada to Buenos Aires in May, 1948, was recently sold for 82,000 pesos, which constitutes a record for his breed. Another Canadian bull, *Glenafton Rag Apple*, was recently sold in Chile for 920,000 pesos, the highest price ever paid in that country for purebred livestock.



Allocation of Funds for Canadian Wheat Purchase Was Approved

Secretary of United States Department of Agriculture supports ECA Administrator, Paul G. Hoffman, in efforts to alleviate critical drain on British gold and dollar holdings—Claimed that American farmers likely to obtain even larger market—Agricultural economy assisted.

WASHINGTON, September 19, 1949.—Approval of the suggestion that \$175,000,000 be made available by the Economic Co-operation Administration for the purchase of Canadian wheat, made by Paul G. Hoffman, ECA Administrator, has been expressed by Charles F. Brannan, Secretary of Agriculture. The decision was taken in an effort to alleviate the critical drain on British gold and dollar holdings, and the secretary said he believed Mr. Hoffman's proposed action was fully warranted. He issued the following statement, of particular interest to Canada, which also indicates the effect of such action on the agricultural economy of the United States:

"The effect of ECA's decision will be beneficial to United States farmers as a whole, including wheat producers, because it will increase our foreign markets for a number of agricultural products, and help to maintain a traditional pattern of international trade with England, Canada and other countries, which has been beneficial and can continue to be beneficial to farmers of this country.

"To wheat farmers, it should mean as large, if not a larger, market for exportable wheat this year. What ECA has done is to help England pay for wheat which it had contracted to take from Canada during the last year of the four-year British-Canadian wheat pact. However, England has agreed to buy \$30,000,000 of wheat (about 15,000,000 bushels) from the United States, which had not been previously planned. This has been made possible by the relief to British dollar resources resulting from Administrator Hoffman's action.

Sales to Britain under Agreement Count Against Quota

"Under the International Wheat Agreement, Canada has an export quota of about 200,000,000 bushels of wheat. Any sales under the British-Canadian contract count on that quota. If the British were to shift purchases from Canada to the United States, this would entitle Canada to claim other outlets under the wheat agreement, which we expect and prefer to fulfil.

"Due to the relief being granted by ECA, the United Kingdom will also buy \$8,000,000 to \$10,000,000 worth of United States perishable surplus agricultural commodities that had not been planned. These purchases will help relieve our growing surplus of these commodities.

"Finally, Canada will re-examine restrictions on imports of fruits and vegetables with a view to giving relief where possible from restrictions that are especially burdensome to United States producers.

"In the final analysis, the action taken by Administrator Hoffman, which I believe was fully warranted under the circumstances, will enhance our export marketing, not only for the American wheat farmer but for the entire agricultural economy."

Since March, 1949, ECA has not financed the purchase of wheat from any source other than the United States. As a result, Great Britain has been spending its free dollar reserves to meet the deficit in its Canadian accounts, a substantial element of which consists of Canadian wheat.

Wheat



Washington—Approval has been granted for the allocation by the Economic Co-operation Administration of \$175,000,000 for the purchase of Canadian wheat for shipment to Great Britain.

The ECA action permits Marshall Plan financing for a little more than half of the \$309 million worth of wheat, which Great Britain will purchase from Canada during the current fiscal year under British-Canadian wheat buying programs.

Greater flexibility in the use of Marshall Plan dollars by Great Britain was one of seven measures adopted during the Anglo-American-Canadian Monetary Conference to relieve the British dollar crisis.

In addition to authorizing the use of ECA funds to pay for part of the United Kingdom's Canadian wheat purchases, ECA also agreed to finance certain "vessel disbursements" by the United Kingdom, which were heretofore ineligible for ECA payment. The "vessel disbursements" are for bunker fuel purchases, which require payment in dollars, and port and harbour expenses, which can be documented. They amount to about \$30 million.

Dollar Aid to Britain Not Increased

ECA said it is exploring the possibility of making other non-agricultural commodities and services, which are causing a drain on Britain's dollar reserves, eligible for ECA financing. ECA emphasized that, while the agreements broaden the use of Marshall Plan dollars, they do not increase the amount of dollar aid for the United Kingdom.

Administrator Hoffman and Secretary Brannan, in an exchange of letters concerning the proposal to finance a portion of the British purchases of Canadian wheat, agreed on the importance of checking the drain on British dollar holdings.

"Recently, there has been a very severe drain on United Kingdom gold and dollar reserves", Mr. Hoffman said. "This drain, if not halted,

would quite certainly vitiate the progress towards economic rehabilitation and recovery, which the United Kingdom has made, and remove all prospects of achieving the objectives of the Foreign Assistance Act, not only in the United Kingdom but in all probability in the other countries participating in the European Recovery Program."

Secretary Brannan, in reply to Hoffman, said the interest of his department centres about the effect of the proposed action on the agricultural economy of the United States.

"We believe, as stated in your letter, that the financing by ECA of a portion of the wheat moving under the United Kingdom-Canada agreement will not diminish the overall exports of United States wheat, but may even result in a slight increase, and, in view of the other measures which you point out will be taken, the proposed action will facilitate an increase of United States exports of other agricultural commodities to Canada and the United Kingdom," Mr. Brannan said. "The Department's statutory responsibility in this matter is to determine whether our supply of wheat is in excess of domestic requirements. The determination that such a surplus exists presents a situation for the consideration by you of your discretionary authority under the Foreign Assistance Act. The combination of the circumstances recited in your letter and in this response we believe fully warrants the action which you propose to take in facilitating the purchase by the United Kingdom of Canadian wheat."

Mr. Hoffman said that, as a part of the general arrangements, the United Kingdom agreed to purchase directly from the United States about \$30 million worth of United States wheat. In addition, the United Kingdom agreed to purchase eight to ten million dollars' worth of perishable surplus agricultural commodities in the United States.

During the discussions leading to the decision to finance with ECA funds a portion of the United Kingdom purchases of Canadian wheat, the Canadian Government reaffirmed its policy to keep under constant review its restrictions on the import into Canada of United States fruits and vegetables.

British Imports Decreased in July

London, August 23, 1949.—(FTS)—Britain's imports in July fell to £186.4 million, or £15.3 million less than in June. Imports of food, drink and tobacco dropped by £6.2 million below the high June total. Raw material imports were down by £8.3 million compared with the previous month and were the lowest since February.

Exports amounted to £141.7 million, or £1.5 million less than in June and £9.7 million less than in May. One reason for the fall was the effort made by exporters to complete shipments to South Africa before the new restrictions came into force on July 1. This tended towards the expansion of exports in June and their contraction in July. The effect on exports of the London dock strike is difficult to estimate. Shipments through London were seriously interrupted, but many consignments were doubtless diverted through other ports.

The daily rate of exports in July was 6½ per cent less than in May, and 8½ per cent less than in June.

Exports to the United States in June were valued at £3.8 million or £0.5 million more than the April-June average. To Canada, the United Kingdom sold goods worth £6.7 million, a figure slightly higher than the April-June average, and £0.7 million higher than in June.

Trade Fairs and Exhibitions

The following list of forthcoming trade fairs and exhibitions, compiled by the British Board of Trade Journal, is reproduced for the information of Canadian exporters and buyers:

United Kingdom

1950

- Manchester Building Trades Exhibition*—
April 18-29, 1950. At City Hall, Deansgate, Manchester. Apply to Provincial Exhibitions Ltd., at above address.
- International Stamp Exhibition*—
May 6-13, 1950. At Grosvenor House, Park Lane, London, W.1. Apply to Executive Committee, 41 Devonshire Place, London, W.1.
- British Industries Fair, London and Birmingham*—
May 8-19, 1950. Apply to the Director, B.I.F., Board of Trade, Horseferry House, Thorney Street, London, S.W.1. (Tel.: Victoria 6800), or to the General Manager, B.I.F., 95 New Street, Birmingham, 2.
- National Mechanical Handling Exhibition*—
June 6-17, 1950. At Olympia. Apply to "Mechanical Handling," Dorset House, Stamford Street, London, S.E.1.

Other Countries

- Paris, International Motor, Cycle and Sports Show.* (To be held in two parts)—
October 6-16. Private cars, commercial chassis and parts. October 27-November 6. Cycles, motor cycles, and accessories, public service vehicles and complete commercial vehicles. At Grand Palais. Apply to Salon International de L'Automobile, Grand Palais, Porte J., Paris, 8°.
- Paris, Packaging Exhibition*—
October 6-16, 1949. At Porte de Versailles. Apply to Salon de l'Emballage, 40 Rue du Colisee, Paris, 8°.
- Karachi International Islamic Industrial and Commercial Exhibition*—
November 25-December 31, 1949. Apply to Indo-British Industries Ltd., 30 Sussex Place, Hyde Park, London, W.2. (Tel.: Paddington 1821.)

1950

- Paris, International Technical Radio Components, Accessories and Radio-Electric Measuring Instruments Exhibition*—
February 3-7, 1950. At Porte de Versailles. Apply to Syndicat National des Industries Radio-electriques, 25 Rue de la Pepiniere, Paris, 8°.
- Paris, International Agricultural Machinery Exhibition*—
February 28-March 5, 1950, at Exhibition Park. Apply to the Salon de la Machine Agricole, 38 Rue de Chateaudun, Paris. Last date for space applications, October 15, 1949.
- Vienna, International Spring Fair*—
March 12-19, 1950. Apply to British Austrian Chamber of Commerce, Inc., 29 Dorset Square, London, N.W.1. (Tel. Paddington 7646.)
- Verona, International Agricultural Fair and Horse Show*—
March 12-20, 1950. Apply to Mr. F. C. Kerry, Verona International Fair, Verona, Italy.
- Utrecht, Royal Netherlands Industries Fair*—
March 21-30, 1950. Apply to Mr. W. Friedhoff, Netherlands Chamber of Commerce, 10 Gloucester Place, London, W.1. (Tel.: Welbeck 9971.)
- Milan, International Samples Fair*—
April 12-30, 1950. Apply to Italian Chamber of Commerce for Great Britain and British Commonwealth, 652 Grand Buildings, Trafalgar Square, London, W.C.2. (Tel.: Whitehall 5521.)
- Basle, Swiss Industries Fair*—
April 15-25, 1950. Apply to Swiss Legation, Division Economique, 18 Montague Place, London, W.1. (Tel.: Paddington 0701.)
- Lyons, International Fair*—
April 15-24, 1950. Apply Messrs. Robert Brandon and Partners Ltd., 45 Dover Street, W.1. (Tel.: Regent 0901.)
- Brussels, International Fair*—
April 29-May 14, 1950. Apply to Palais du Centenaire, Brussels.

Detroit Businessmen Considering First International Trade Fair

Character and scope somewhat similar to that of the Canadian International Trade Fair, held in Toronto, which has offered assistance—Fact-Finding Committee has published series of conclusions—Michigan State Fair Grounds will be available for purpose.

By M. P. Carson, Assistant Canadian Government Trade Commissioner

DETROIT, September 19, 1949.—Detroit, through its Board of Commerce, is considering the inauguration of an international trade fair, somewhat similar in character and scope to that first sponsored by the Canadian Government in 1948, repeated in 1949 and scheduled for May, 1950. The Canadian International Trade Fair was instrumental in impressing American businessmen with the importance of organizing trade fairs of a like nature in the United States, to which trade trails from many lands now lead, with the enhanced leadership of this country among trading nations.

Representatives of nineteen countries participating in the European Recovery Program recently visited the Michigan State Fair Grounds, and discussed plans with the Detroit Board of Commerce, state and municipal officials. The visiting committee was favourably impressed with Detroit as a site for a trade fair of this character. As a result of these conversations, the "Detroit International Trade Fair Fact-Finding Committee" was created, and reached the following conclusions:

Conclusions Reached by Committee

1. Detroit is a logical location for an international trade fair. Detroit is the centre of a vast manufacturing district, which imports enormous quantities of material and exports a large volume of its manufactured products to world markets.

2. With the assistance of the United States Government, the State of Michigan, the European Recovery Program, and the organization for European Economic Co-operation, the present time is appropriate for the development of the first United States Trade Fair, to be held at Detroit.

3. It will be advisable to start, if possible, in 1950 with a modest or medium-sized fair, in order to gain experience in fair management and to establish contact with prospective European exhibitors. However, every consideration should be given to the development of a successful fair. If it is found that 1950 is too early to develop a good fair, then plans should be scheduled for 1951.

4. The aid and co-operation of the managers of European Trade Fairs and the Canadian International Trade Fair will be helpful to the city of Detroit.

5. If Detroit can start a trade fair in 1950, it will pre-empt the field in the United States and should establish the city as the outstanding location for an international trade fair.

6. It will be necessary to modernize and revise some of the existing buildings and facilities at the State Fair Grounds, in order to obtain adequate space by 1950. Fairs in later years will have the benefit of continued improvement and development at the Fair Grounds.

7. A Detroit Trade Fair should have as its objective the two-fold purpose of (a) bringing the buyer and seller together in the promotion of world trade, and (b) the opportunity for the citizens of America and the world to see the products of both domestic and foreign manufacturers.

8. There is a need, recognized for a long time, for the development of a permanent exposition of Detroit and Michigan products in a permanent building on a year-round basis.

Following this meeting, a Board of Commerce group went to Toronto to confer with the officials of the C.I.T.F. where Canadian Government and Trade Fair officials offered their encouragement and assistance in continuing plans for the Detroit Trade Fair.

The Michigan State Fair Grounds offer a suitable site for such a fair, and present many of the facilities required by an undertaking, which, it is estimated, will require 800,000 square feet of space.

During June and July, which have been set aside by the state officials for the exclusive use of an international fair, hotel accommodation in Detroit would be adequate. As the centre of North American industry, Detroit is an excellent site. Over 54 million people, enjoying the highest standard of living in the world, reside in or within a few hours' of Detroit via air or a sleeper's journey via rail. Also, it is easily accessible to 7,000,000 Canadians, nearly half the Canadian population.

The management of the C.I.T.F. supports the proposal, knowing that a fair following that in Toronto would be a definite attraction to buyers and sellers who conceivably would prefer to travel to North America to exhibit at two great trade fairs rather than at one. The possibility of spreading the costs of expensive exhibits over two fairs, at Toronto and Detroit, with the greatly enhanced number of buyers who would attend, would be heartily endorsed by businessmen.

Children's Exposition Planned for Paris

Paris, September 7, 1949.—(FTS)—Plans are being made for a Salon de l'Enfance (Children's Exposition), to be held in the Grand Palais, Paris, from November 26 to December 15, 1949. Toys and other exhibits of interest to children will be on display.

(Editor's Note—Additional information on this exposition may be obtained from the Commercial Secretary for Canada, in Paris.)

Singapore and Malaya Impose Income Tax

Singapore, July 15, 1949.—(FTS)—Hitherto a country which depended for its revenues on export duties, certain excise taxes and import duties on a limited number of commodities, Singapore and the Federation of Malaya recently instituted a scheme for the collection of income tax. The necessity for taking such action resulted from the abnormally heavy expenditures required for the postwar rehabilitation of public works, the extension of numerous social services, the payment of war damage claims and many similar obligations. Despite a number of obvious obstacles to successful operation, the scheme is proving generally effective. It has been estimated that in Singapore alone, income tax revenue should amount to S\$35,000,000 per year. After thirty weeks' collections, over half of this sum has already been recovered and, taking into account the initial delays and obstacles inherent in any such operation, it is most likely that the first year's objective will be reached with little difficulty.

Trade of Peru Shows Increase, but Unfavourable Balance Larger

Inflationary spiral of 1948 continues into current year, reflecting continued shortage of dollars—Production of textiles satisfactory—Estimate of sugar crop is higher than for 1948—Construction of railway, linking Lima and Callao with Amazon, is approved.

By W. D. Wallace, Assistant Commercial Secretary for Canada

(One sol equals \$0.1538 Canadian; one quintal equals 101.43 pounds)

LIMA, September 1, 1949.—Export and import values during the first half of the current calendar year were higher than in the corresponding period last year, but the foreign trade of Peru showed an unfavourable balance. The inflationary spiral of 1948 continued into the current year, reflecting the steady decline in the value of the sol and the scarcity of dollar exchange. Wholesale commodity prices moved upward and were accompanied by a rise in the general cost of living. By the end of June, merchants were reporting heavy inventories and a reduction in the volume of sales. Early crop reports indicate a reduction in cotton and rice crops, while the sugar crop will be larger than that of 1948. The petroleum industry reported an increase in the production of crude oil. Activity in the construction industry is not as great as in the previous year, but the government has announced plans for some major developments.

Free exchange has been in very short supply during the first half of the year, and quotations have risen steadily. There have been occasions when buyers' resistance to higher rates has brought business almost to a standstill, but the demand has invariably been renewed after a short period. By the end of June, there was considerable acceleration in the upward movement of rates, and the dollar was quoted at 20.10 soles, with indication that it would move to even higher levels. Dollar exchange certificates have also been in short supply throughout the period, and the rate has moved upward in step with that for the free dollar, at a discount of some ten cents.

During the early part of June, the government called a meeting of exporters with the object of considering ways and means of stabilizing exchange. This meeting and subsequent private discussions resulted in a "gentlemen's agreement", which lasted until the end of the month. Exporters undertook to sell their exchange certificates only to bona fide importers and to banks. The maximum rate for direct sales was fixed at 18.35 soles and for sales to banks at 18.25 soles. A few certificates changed hands at these prices but, by the middle of June, there were hardly any sellers at this level, and private transactions were reported at 18.90 soles. The rates under this agreement were raised from about 18.50 soles to 18.60 soles, but proved to be below unofficial offers, which were around 20 soles. Sterling exchange certificates, which were being freely offered during the first five months of the year, became very scarce in June, owing to the suspension of cotton purchases by Great Britain. At the close of the six-month period, there was such an extreme scarcity of exchange and trade was restricted to such an extent that the market was virtually paralyzed.

Improvement Recorded in Foreign Trade

Although, at the close of 1948, Peru introduced severe import restrictions, trade statistics show that the total volume of exports and imports

was above that of the corresponding period of 1948. Gains were recorded for both exports and imports. Preliminary figures, which do not show a breakdown of exports and imports by commodity or country, issued by the statistical division of the Customs House, estimate a total volume for the six-month period of 1,114,901 tons, valued at 2,137,830,104 soles, as compared with 1,096,175 tons, valued at 1,058,207,447 soles, in the like period of 1948. Exports for the period are estimated at 844,843 tons valued at 873,266,969 soles as against 828,781 tons, valued at 489,303,211 soles, for the first six months of 1948. On the other hand, imports in the first half of this year amounted to 270,058 tons, valued at 1,264,563,135 soles, as compared with 267,394 tons, valued at 568,904,236 soles, in the same period of 1948. The deficit for the six months period of this year amounted to 391,296,166 soles as against 79,601,025 soles in the 1948 period.

The statistics of values are of little use for purposes of comparison, and do not accurately reflect the Peruvian trade balance, as all statistical values for 1948, both for exports and imports, were calculated on the basis of the official rate of exchange for conversion purposes. From January, 1949, 55 per cent of the value of exports is calculated on the basis of the rate for foreign exchange certificates and 45 per cent at the official rate of exchange, the value of imports is calculated on the basis of the free-market rate of exchange.

Trend of Business Downward

Towards the end of the first half of this year, there was a general slackening off in business, and merchants reported a reduced volume of sales. On the other hand, they indicated that inventories of merchandise were high. The fact that they were able to import certain merchandise at the free-market rate of exchange was of little assistance, as it resulted in greatly increased prices, which the general public was not prepared to pay. Imported meats, milk, wheat, flour and drugs and some pharmaceuticals were being financed at the official rate of exchange, and there was little increase in the costs of these commodities.

Wholesale prices have continued to advance, the general wholesale price index being 612.8 for June, 1949, as compared with 463 for December, 1948, an increase of 31 per cent, and with 429.3 for June, 1948, a gain of 42.6 per cent. The following table, issued by the Central Reserve Bank of Peru, shows the index of wholesale prices (1934-36=100) for June, 1949, December, 1948, and June, 1948:

Index of Wholesale Prices

	June, 1949	December, 1948 (1934-36=100)	June, 1948
General index	612.8	463.0	429.3
Foodstuffs	681.0	448.0	418.0
Fuel	279.0	245.0	216.0
Construction materials	647.0	569.0	499.0
Textiles	567.0	425.0	417.0
Metals	1,061.0	560.0	509.0
Miscellaneous	669.0	516.0	449.0
National products consumed	498.2	424.8	402.3
National products exported	557.5	389.5	382.2
Imported products	765.9	552.9	477.6

From the above table it will be noted that the greatest increases have been recorded in the prices of metals and foodstuffs. The wholesale price index for national products advanced by 73.4 points during the six months, while the index for national products exported increased by 168 points and for imported products by 213 points.

Cost of Living Continues Upward

The cost of living has continued its upward movement and has reflected the steady rise in wholesale prices. The general cost-of-living index for June, 1949, was at 425.8 as against 391 for December, 1948, and 370.2 for June, 1948. The following table, prepared by the Central Reserve Bank of Peru, shows the cost-of-living index (1934-36=100) for June, 1949, December, 1948, and June, 1948:

	June, 1949	December, 1948	June, 1948
		(1934-36=100)	
Foods	481.0	439.0	413.0
Rents	302.0	302.0	302.0
Clothing	467.0	427.0	415.0
Miscellaneous	339.0	293.0	259.0
General index	425.8	391.0	370.2

Although the general index has increased 34.8 points, or 8.9 per cent, during the first six months of this year, foods were up 42 points, or 9.5 per cent, and clothing up 40 points, or 9.2 per cent, while miscellaneous items increased by 46 points. The index of rents does not show any increase, but this is not a true indication, as whenever there is a change in the occupancy of dwellings, it is accompanied by an increase in the rent paid, despite the fact that rents are controlled.

Textile Production Satisfactory

Despite certain difficulties caused by the restriction of the use of electric current, the production of national textiles has continued at a satisfactory level. On the other hand, sales have not kept up with production.

As a result of the rise in cotton prices this season, the price of the finished article has had to be increased correspondingly, but the buying power of the public has remained unchanged. As a result, retailers are finding it more difficult to achieve a satisfactory turn-over, and wholesalers are well stocked. During recent months, there have been heavy imports of textiles, and in some lines the market has been overstocked. At the close of the six-month period, the government issued a decree transferring a large number of textiles from the permitted to the prohibited import list, thus providing almost complete protection for the national industry.

The production of crude oil for the first six months of 1949 amounted to 7,285,890 barrels (of 42 gallons each) as compared with 6,730,644 barrels in the like period of 1948, a gain of 557,346 barrels, or 8.28 per cent.

The three principal agricultural crops affecting the economy of Peru are cotton, sugar and rice. Early reports indicate a reduction in the size of the cotton and rice crops, while, on the other hand, the sugar crop will be larger than in 1948.

Production of Cotton Reduced

Production of cotton in Peru for 1949 is estimated at 1,250,000 quintals, or 83,943 quintals below the 1948 figure of 1,333,943 quintals. Total sales of cotton for the January-June period of 1949 amounted to 684,468 quintals as against 944,428 quintals in the 1948 period. Exports amounted to 391,432 quintals as against 454,638 quintals in the like period of the previous year. The principal buyers of cotton were: Great Britain, 69,000 quintals; India,

68,695 quintals; Belgium, 41,926 quintals; and Colombia, 22,237 quintals. Local consumption of cotton for the first half of the year was estimated at 67,246 quintals. At the end of June, there were 327,650 quintals of cotton in the ports of Peru as against 297,720 quintals a year ago.

From the beginning of the year to the middle of May, the market for cotton was very quiet, and the demand extremely limited. The quality of cotton coming from the gins was disappointing, and some deliveries were unsuitable for the early shipments. A certain amount of replacement buying began, and a persistent demand continued until about the end of May, when once again there was little movement in the market. Until almost the end of June, prices declined, and no interest whatever was being shown either by exporters or by local mills.

The ever-increasing quantity of unsatisfactory deliveries and the reports of heavy damage to the growing crop, due to pests, indicated that the present Tanguis crop was likely to prove one of the worst in recent years. Crop estimates were heavily reduced, and in some quarters it was reported that the Tanguis crop would not reach one million quintals. Towards the close of June, prices had reached the level which interested buyers in export markets and, coincident with the export demand, there was a further wave of replacement buying. As the demand for cotton became general, the local mills had to enter the market, and prices were forced to the highest levels of the year.

Sugar Crop and Exports Higher

Production of sugar in Peru for the first half of 1949 is estimated at 221,000 metric tons as against 212,000 metric tons in the corresponding period of 1948, a gain of 4 per cent. Domestic consumption is placed at 75,658 tons, which is slightly below the 1948 six-month consumption of 78,493 tons. Exports of sugar for the period amounted to 145,345 tons as compared with 169,492 in the first half of the previous year. The principal markets, together with amounts shipped, were as follows: Chile, 55,411 tons; Belgium, 17,076 tons; Bolivia, 15,144 tons; Venezuela, 12,495 tons.

The price of sugar has remained steady at U.S.\$4 per quintal, f.o.b. port of Peru.

Recent reports from the Ministry of Agriculture indicate that the 1949 rice crop will amount to approximately 87,400 metric tons as against 114,000 metric tons in 1948, a decrease of approximately 27,000 tons. The 1948 allocation amounted to 110,000 tons, based on monthly allotments of 9,654 metric tons. Marked reduction in acreage of rice transplanted this year is due to a shortage of water during January and February in the northern valleys of Peru. Lack of agricultural credits, together with the uncertainty of government prices for the harvest, were also factors in lowering acreage this year.

General Construction Shows Progress

Private construction has been confined to residential building and to the completion of some apartments and office buildings that were started in 1948, as well as to some factory expansion. In April, the government completed the construction of its first major housing development, which is operated by the National Housing Corporation. It consists of 1,112 housing units or apartments, valued at 40,000,000 soles, and will house between 5,730 and 6,700 persons. In addition, stores, markets, schools and a church were built to serve this new housing development.

At the close of the six-month period, the government announced plans for new construction work. It has allocated 8,000,000 soles for a

new building for the Ministry of Finance and Commerce, funds to come from surplus revenue from the unemployment tax. Construction of a government-owned cold-storage plant in Callao has also been authorized.

The most important construction authorized is the provision of a railway to link the Central Railway and the Cerro de Pasco Railway with Pucallpa, on the Ucayali River, a tributary of the Amazon River. This railway link will be about 300 miles long and, when completed, Lima and Callao will have direct connection with the navigable waters of the Amazon. It will open up vast mining, forest and agricultural regions of the Sierras. It is estimated that U.S.\$15,000,000 will be required for this project, and the government has allocated 500,000 soles for preliminary studies and surveys. Beginning in 1950, an allocation of 12,000,000 soles is to be made annually from the Unemployment Tax and, in addition, 20 per cent of the revenues of the National Tobacco Monopoly are to be set aside for the project.

Central Bank's Holdings of Gold and Foreign Exchange Higher

The balance sheet of the Central Reserve Bank of Peru on June 30, 1949, showed that liabilities amounted to 1,128,126,000 soles, consisting of 811,682,000 soles of note issues, 290,904,000 soles of deposits and 25,540,000 soles of other liabilities. At the end of June, 1948, liabilities amounted to 965,748,000 soles, consisting of 723,256,000 soles of note issues, 225,533,000 soles of deposits and 16,959,000 soles of other liabilities. The Central Reserve Bank holdings of gold and foreign currency were placed at 269,124,000 soles as compared with 123,778,000 soles a year ago, and loans to the Treasury totalled 731,212,000 soles as against 750,605,000 soles at the end of June, 1948.

Total money in circulation at the beginning of June, 1949, amounted to 1,111,100,000 soles, as compared with 1,005,500,000 soles in June, 1948, an increase of 105,800,000 soles.

The government estimates revenues for the first six months of the 1949 budget at 429,943,000 soles, as against income of 332,816,000 soles in the first half of 1948. The chief sources for revenue are income tax, 89,446,000 soles; customs import taxes, 55,218,000 soles; export taxes, 89,372,000 soles; customs duties, 52,387,000 soles; and monopolies, 51,121,000 soles. While the budget shows expenditures for the first half of the year as equal to revenues, actual expenditures have been placed at 395,841,000 soles and 33,829,000 soles for provisional and estimated expenses. In June, the government announced that there was a deficit of 34,000,000 soles in the 1948 budget, which has been fully covered.

The Ministry of Finance arranged in June for the transmission of U.S.\$604,957.25 to the Central Hanover Bank and Trust Company of New York to meet interest and amortization charges on the outstanding foreign debt bonds, which total approximately U.S.\$86,000,000.

Japanese Goods Compete with British Tanganyika

The bazaars of Kenya and Uganda are plentifully stocked with piece-goods. The position up-country in Tanganyika is reported to be healthy, with stocks fairly low, as merchants have been indenting cautiously following the poor rainy season. Imports into Dar-es-Saalam, however, have been fairly heavy, and Japanese goods, at considerably lower prices, are arriving simultaneously with United Kingdom goods indented for some time ago.—(*Barclays Bank Review for July*)

Great Britain Suspends Import Restrictions on Certain Goods

Canada, the United States and certain other listed countries exempt from scope of general licencing measure, valid from October 5, 1949, in general—Some goods, which cannot be sold in home market, and articles for which there is a high export target, are excluded from list.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, September 30, 1949.—Import restrictions will be suspended by the United Kingdom on a wide range of commodities, where the loss of gold or dollars is not involved. This measure applies to most countries participating in the European Recovery Program, having membership in the Organization for European Economic Co-operation, and to certain other stipulated countries. Open General Licences for these goods will be valid from October 5, 1949, in general.

The list of goods affected fall under the following headings:

- (a) Food, drink, and animal feeding-stuffs, including fresh fruit and vegetables, nuts, game, beer, cider, wines and spirits, edible offals, soups, and a variety of canned foods and other items.
- (b) Mineral products and metals, including various unwrought metals, ores and concentrates, pig iron, silix blocks, and roofing slates.
- (c) Oils, waxes, gums, resins, perfumery materials.
- (d) Vegetable fibres and feathers.
- (e) Chemicals, drugs and medicines.
- (f) Textiles—A large number of cotton, woollen, linen, and artificial silk goods at various stages of manufacture.
- (g) Many kinds of apparel, hard haberdashery, footwear of all kinds.
- (h) Machinery for making bricks, brushes and brooms, cables and ropes, cement, cigars and cigarettes, electric lamps and valves, netting, pottery, and textiles, with certain agricultural, mining, stone-working, sugar-making, and laundering machinery, lawnmowers, and road-making plant.
- (i) Motorcycles, pedal-cycles, tricycles, railway locomotives, tractors, trucks, carts, baby carriages, wheelbarrows, various motor accessories and components.
- (j) Undecorated glassware and pottery, other fired clay products, vacuum flasks, blanks and inners.
- (k) Various medical, surgical, and dental appliances, instruments, and requisites.
- (l) Electrical goods, such as hand lamps, lighting appliances, hair-dressing appliances, toasters, coffee percolators, vacuum cleaners, batteries, carbons, insulators, wires and cables, and certain radio apparatus.
- (m) Metal manufactures, including balances and scales, domestic baths, sinks, wash basins and cisterns of iron and steel, steam boilers, castings, gas cookers, forks and spoons of non-precious metals, metal furniture and trunks, wire netting and fencing.
- (n) Books and printed music; various fancy goods, hardware and stationery, including artists' materials, ironmongery, imitation jewellery, smokers' and toilet requisites, and umbrellas.
- (o) Various musical instruments, sports goods, toys and games.
- (p) Miscellaneous goods, including rubber hot water bottles, trouser presses, taximeters, matches and firelighters, and wooden spoons; and live horses.

A few of the horticultural items in the first group will not come under open general licence for about another month, and others will revert to licensing control at certain periods in the year, during the main season of home production, the exact limits of these periods being determined later. There will be no such changes before March 31, 1950, except possibly in the case of broccoli, cauliflower, lettuce, endive, batavia, and rhubarb.

Pulp, paper, and board, other than newsprint and insulation board, and paper and board products, will be added to the list from April 1, 1950. This deferment is necessary to coincide with the reversion of the buying of paper-making materials to private trade.

Countries Exempted from Open General Licence

Countries excepted from the scope of open general licences are as follows: Canada, the United States, the Philippines, the dollar account countries of Central and South America (Bolivia, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, and Venezuela, Argentina, Uruguay, Japan, Iran, Tangier, the French Somali coast, Liberia, the U.S.S.R., Rumania, Bulgaria, Hungary, Czechoslovakia, Poland, the Russian Zone of Germany, Yugoslavia, Albania, and, among the O.E.E.C. countries, Belgium and the Belgian Congo, Luxembourg, Switzerland, and Western Germany.

The total value of articles now placed on open general licences, which were imported into the United Kingdom from O.E.E.C. countries concerned, amounted in 1948 to about a half (approximately £75,000,000) of the total trade on private account from those countries in that year.

In compiling the list of relaxations, the United Kingdom authorities have excluded from the open general licences a number of goods which are not allowed to be sold in the home market, or of which production in the home market is subject to severe restrictions, and articles for which there is a particularly high export target, coupled with a large and unsatisfied demand at home and an important hard-currency market.

Canadian Wheat Stocks Have Increased

Stocks of Canadian wheat in store or in transit in North America at midnight on August 18 amounted to 56,815,400 bushels compared with 52,892,700 on August 11, and 33,835,900 on the corresponding date last year.

Farmers in the Prairie Provinces marketed 8,328,900 bushels of wheat during the week ending August 18 as compared with 2,120,400 in the corresponding week last year, bringing the cumulative total for the crop year to date to 12,365,100 bushels against 4,564,100 in the like period of the preceding crop year.—(*Dominion Bureau of Statistics*)

Mombasa Imports Show Substantial Gain

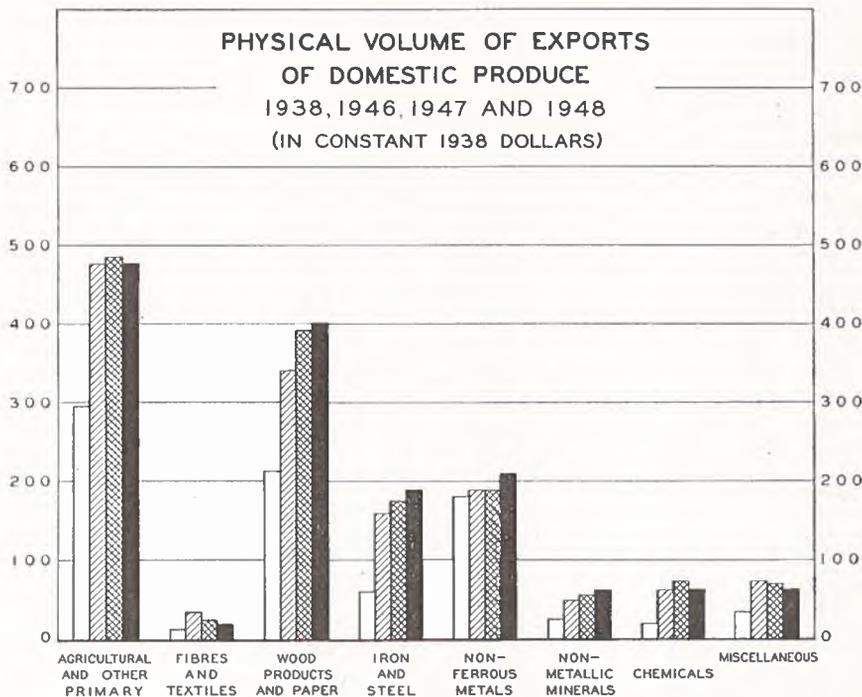
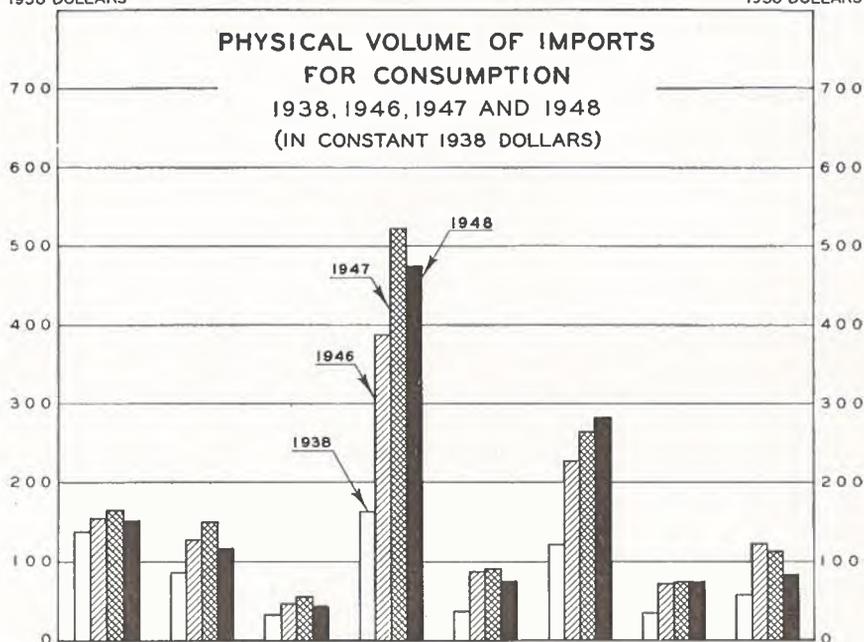
Imports into Mombasa for the period January to March, 1949, totalled 196,000 tons, compared with 156,000 tons in 1948, while exports totalled 168,000 tons, compared with 163,000 tons. The congestion at this port is still most severe, 43 deep-sea ships and 26 coasters which entered the port having waited a total of 120 ship-days in the stream for a berth. At the end of May, there were 30,162 dead-weight tons of imports in the port, including 12,000 tons of cement and 341 motor vehicles awaiting clearance. There were also 23,894 dead-weight tons of exports.—(*Barclays Bank Review for July*)

Charts Illustrate Volume of Exports and Imports

Charts illustrating the "Physical Volume of Imports for Consumption" and the "Physical Volume of Exports of Domestic Produce", facing this page, were prepared by the Dominion Bureau of Statistics. They carry one stage further the research activities of the Bureau that were set forth in the July 16, 1949, issue of "Foreign Trade". It was then explained that indexes of the quantum and prices of exports and imports had been prepared, enabling the influence of price trends to be eliminated from the value figures, in which trade statistics are usually shown, and an estimate of the physical volume shown in addition.

MILLION
1938 DOLLARS

MILLION
1938 DOLLARS



Canadian Exports, by Areas

Country	August			January—August		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES						
(Millions of Dollars)						
United Kingdom and Europe.....	26.9	53.7	63.7	216.7	475.4	477.4
America.....	1.9	9.1	4.3	14.0	73.1	40.1
Africa.....	1.6	9.4	9.3	13.1	56.9	64.8
Asia.....	0.7	3.2	6.3	5.7	31.7	76.9
Oceania.....	4.0	4.1	4.0	33.8	34.5	32.6
TOTAL BRITISH COUNTRIES.....	35.0	79.5	87.6	283.4	671.7	691.7
FOREIGN COUNTRIES						
United States and Possessions.....	25.5	114.6	117.2	165.5	882.7	919.1
Latin America.....	1.3	6.8	15.7	11.5	77.1	86.0
Europe.....	6.1	17.5	17.8	42.8	194.9	154.3
Other Foreign Countries.....	1.2	5.8	13.4	19.1	48.7	66.5
TOTAL FOREIGN COUNTRIES.....	34.1	144.6	164.0	238.9	1,203.5	1,225.9
TOTAL DOMESTIC EXPORTS.....	69.1	224.1	251.7	522.3	1,875.1	1,917.6

Canadian Exports, by Countries

Country	August			January—August		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES						
(Thousands of Dollars)						
Europe:						
United Kingdom.....	26,734	52,519	62,882	213,458	468,228	469,041
Ireland.....	155	843	775	3,024	5,649	5,273
Gibraltar.....	3	1	7	6	4	277
Malta.....	22	339	35	251	1,538	2,780
TOTAL EUROPE.....	26,914	53,702	63,699	216,739	475,419	477,371
America:						
Newfoundland.....	805	4,314	.....	4,908	32,906	(a) 9,229
Bermuda.....	119	373	242	901	2,729	2,518
Barbados.....	76	390	452	667	3,618	3,674
Jamaica.....	327	842	983	2,895	9,457	6,003
Trinidad and Tobago.....	271	1,406	1,503	2,310	11,010	9,250
Bahamas.....	133	214	175	1,233	2,560	1,583
Leeward and Windward Islands.....	30	643	387	.....	3,980	3,231
British Honduras.....	102	181	70	195	710	434
British Guiana.....	.....	747	513	917	6,087	4,125
Falkland Islands.....	.....	.....	.....	.....	.....	6
TOTAL AMERICA.....	1,863	9,110	4,325	14,026	73,057	40,053
Africa:						
Northern Rhodesia.....	.....	41	12	.....	337	463
Union of South Africa.....	1,483	8,672	8,765	11,357	49,724	59,014
Other British South Africa.....	.....	.....	1	.....	4	8
Southern Rhodesia.....	48	221	303	766	1,712	2,024
Gambia.....	1	.....	1	15	25	4
Gold Coast.....	21	227	112	101	1,402	935
Nigeria.....	1	15	34	53	653	957
Sierra Leone.....	11	13	30	138	533	217
Other British West Africa.....	.....	.....	.....	.....	.....	.....
Anglo-Egyptian Sudan.....	8	.....	4	203	38	28
British East Africa.....	24	190	74	462	2,514	1,166
TOTAL AFRICA.....	1,597	9,379	9,336	13,095	56,942	64,816

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

Newfoundland Foreign Trade included from April 1, 1949; August—\$10.7 million; April-August—\$34.1 million. (a) January to March, 1949.

Canadian Exports, by Countries—Continued

Country	August			January—August		
	1938	1948	1949	1938	1948	1949
(Thousands of Dollars)						
COMMONWEALTH COUNTRIES—Conc.						
Asia:						
India.....	239	1,340	3,598	1,846	16,131	53,826
Pakistan.....		133	1,054		1,282	11,461
Burma*.....	10			102		
Ceylon.....	13	173	261	148	1,168	1,817
Aden.....	10	200	12	69	949	461
British Malaya.....	182	903	502	1,798	5,743	3,949
Other British East Indies.....				5	16	1
Hong Kong.....	185	324	881	1,647	5,233	5,767
Israel†.....	13	150		85	1,180	
TOTAL ASIA.....	652	3,223	6,308	5,700	31,702	76,867
Oceania:						
Australia.....	2,581	2,777	2,986	22,765	22,337	23,163
New Zealand.....	1,373	1,272	860	10,766	11,605	8,938
Fiji.....	11	18	112	260	456	475
Other Oceania.....		16	1	42	138	16
TOTAL OCEANIA.....	3,965	4,083	3,959	33,833	34,536	32,592
TOTAL BRITISH COUNTRIES.....	34,991	79,490	87,626	283,393	671,657	691,700
FOREIGN COUNTRIES						
United States and Possessions:						
United States.....	25,261	113,953	115,353	164,223	878,933	910,604
Alaska.....	10	26	183	69	200	749
American Virgin Islands.....	3	13	2	21	76	68
Hawaii.....	229	453	1,061	1,006	2,277	4,499
Puerto Rico.....	15	97	546	198	1,040	3,074
United States Oceania.....		18	7	3	215	111
TOTAL UNITED STATES AND POSSESSIONS.....	25,518	114,560	117,152	165,520	882,741	919,105
Latin America:						
Argentina.....	396	420	139	3,073	11,833	1,997
Bolivia.....	5	72	67	78	679	818
Brazil.....	266	1,328	2,010	2,417	17,629	12,214
Chile.....	53	410	248	400	2,233	2,425
Colombia.....	137	580	457	733	5,711	5,404
Costa Rica.....	6	78	228	65	643	1,179
Cuba.....	64	870	3,514	650	7,164	10,691
Dominican Republic.....	9	225	151	251	1,465	1,284
Ecuador.....		68	181	22	720	1,149
El Salvador.....	2	54	74	29	691	551
Guatemala.....	7	62	166	71	951	913
Haiti.....	7	49	135	91	926	1,084
Honduras.....	12	15	82	114	369	476
Mexico.....	159	801	1,229	1,679	10,079	9,556
Nicaragua.....	5	55	68	61	401	454
Panama.....	19	132	869	215	1,618	11,761
Paraguay.....		14	40	9	320	102
Peru.....	51	139	1,530	601	1,637	5,664
Uruguay.....	7	150	106	142	2,607	1,554
Venezuela.....	106	1,258	4,401	841	9,462	16,717
TOTAL LATIN AMERICA.....	1,311	6,789	15,695	11,542	77,138	85,993
Europe:						
Albania.....				6	40	
Austria.....		160	194	8	2,571	3,165
Belgium and Luxemburg.....	536	2,150	5,771	4,797	19,400	33,278
Bulgaria.....		3	22	7	109	101
Czechoslovakia.....	426	398	126	2,859	10,028	2,304

* See Foreign Countries from January 1, 1948.

† See Foreign Countries from January 1, 1949.

Canadian Exports, by Countries—Concluded

Country	August			January—August		
	1938	1948	1949	1938	1948	1949
(Thousands of Dollars)						
FOREIGN COUNTRIES—Con.						
Europe—Con.						
Denmark.....	102	47	56	819	4,477	2,720
Estonia.....				1		
Finland.....	24	165	61	261	1,898	449
France.....	520	4,419	3,858	5,852	51,652	30,572
Germany.....	1,862	788	498	8,858	8,988	21,179
Greece.....	161	1,236	255	1,564	7,811	1,681
Hungary.....		104		1	581	71
Iceland.....	2	1	5	12	1,329	701
Italy.....	317	396	867	1,183	17,238	8,060
Latvia.....	36			193		
Lithuania.....	239			477		
Netherlands.....	525	4,304	558	6,252	28,475	8,744
Norway.....	440	885	1,528	4,518	14,029	12,416
Poland.....	64	511	497	570	4,263	909
Portugal.....	13	122	969	103	1,894	6,665
Azores and Maderia.....			9	2	63	56
Roumania.....	3	16	103	30	328	178
Spain.....		26	28	19	473	258
Sweden.....	594	161	359	3,200	5,639	3,298
Switzerland.....	86	1,488	1,943	484	12,387	17,157
U.S.S.R. (Russia).....	142	9	1	746	105	34
Yugoslavia.....		101	110	7	1,086	286
TOTAL EUROPE.....	6,092	17,490	17,818	42,829	194,864	154,282
Other Foreign Countries:						
Afghanistan.....		4	3		39	8
Arabia.....			154			2,563
Belgian Congo.....	7	144	231	58	1,249	1,675
Burma*.....		9			123	49
China.....	64	2,344	319	1,709	19,342	8,981
Greenland.....		7	4		51	15
Egypt.....	30	639	87	229	4,407	3,992
Ethiopia.....		1	6		70	36
French Africa.....	9	162	16	411	1,824	1,962
French East Indies.....	1	18	2	15	297	149
French Guiana.....		1		4	104	122
French Oceania.....	8	16	9	63	51	182
French West Indies.....	8	8	13	114	519	40
Madagascar.....	1	7	46	6	382	102
St. Pierre and Miquelon.....	22	95	112	162	722	800
Iran.....		44	1,001	38	397	2,369
Iraq.....	3	4	12	33	653	362
Transjordan.....						168
Tripoli.....					1	11
Other Italian Africa.....						
Japan.....	739	337	981	11,439	2,835	3,790
Korea.....			11		22	30
Liberia.....	1	15	10	16	96	95
Morocco.....	20	223	42	81	726	779
Indonesia.....	113	867	177	536	5,061	3,242
Netherlands Guiana.....	1	26	106	22	469	586
Netherlands Antilles.....	15	156	139	144	1,507	1,308
Israel†.....			1,582			8,259
Philippine Islands.....	72	218	1,096	920	3,821	8,006
Portuguese Africa.....	79	52	161	1,094	2,186	2,335
Portuguese Asia.....			2	1	43	161
Siam.....	2	61	67	14	360	467
Canary Islands.....			4	2	1	36
Spanish Africa.....		12	24		53	37
Syria.....	3	278	39	39	497	2,895
Turkey.....	1	57	6,913	1,904	811	10,844
TOTAL OTHER FOREIGN.....	1,199	5,805	13,369	19,054	48,724	66,506
TOTAL FOREIGN COUNTRIES.....	34,120	144,644	164,033	238,948	1,203,469	1,225,885
TOTAL DOMESTIC EXPORTS.....	69,111	224,143	251,659	522,342	1,875,126	1,917,585

* See British Countries prior to 1948.

† See British Countries prior to 1949.

French Merchant Marine Was Rebuilt Rapidly During Last Three Years

Total tonnage, reduced from 2,934,000 before the war to 811,000 in 1945, has been increased to 2,786,000 in 1948 by refloating ships in French waters and new construction—Harbours cleared of ruins and wreckage, and ship arrivals nearly equal to prewar figures.

By J. P. C. Gauthier, Assistant Commercial Secretary for Canada

(Editor's Note.—There were 622 ships over 100 gross tons in operation in the French Merchant Marine on July 1, 1949. The aggregate gross tonnage of these vessels was 2,573,900.)

PARIS, August 19, 1949.—Losses suffered by the French merchant marine during the last war were comparable with those inflicted on other industries in this country, and the situation in 1945 was critical. The total tonnage was reduced from 2,933,933 in 1939 to 811,000 in 1945, seventy per cent of the passenger ships having been sunk or scuttled, 72 per cent of the freighters and 69 per cent of the oil tankers. The personnel available for manning this fleet was reduced from 52,000 to 10,000.

Of the 261 shipbuilding yards in existence at the beginning of the war, only 79 remained. Employees were reduced in number from 28,000 to 12,000, and the productive capacity from a prewar level of 200,000 tons to 40,000 tons. Added to these losses was the destruction of 75 per cent of port installations.

This situation was quickly remedied by the State, and 2,786,000 tons were in use by the French merchant marine by the end of 1948. The 1948 tonnage was thus short by only 150,000 of the 1939 level. This was done by refloating ships sunk in French waters, completing ships started both during and before the war and, to a large extent, by recourse to foreign shipbuilding production.

Immediate Postwar Tonnage Launched

	Ships	Tonnage
1946	20	23,205
1947	36	91,911
1948	46	138,260
1949 (first quarter)	26	117,158

Accomplishments of the shipbuilding industry in its attempts to regain former production capacity are also noteworthy. At the end of 1949, 95 per cent of the equipment destroyed had been restored, and its labour force numbered 35,000, as compared with 28,000 in 1939 and 10,000 in 1945. By 1951, it is hoped that the productive capacity of shipbuilding yards will be 300,000 tons, through added efficiency gained from the modernization of equipment and methods.

Ports and harbours have also been cleared of their ruins, and from 60 to 75 per cent of their installations have now been rebuilt. Traffic, which in 1945 was only 25 per cent of the 1939 figure, represented in tonnage, in the first six months of 1948, 90 per cent of the incoming, and 70 per cent of the outgoing traffic for the corresponding period in 1938.

Future Merchant Marine Given Attention

Since the French merchant marine had almost entirely recovered from its losses, and the shipbuilding industry had been given an increased production capacity, French authorities next devoted their attention to the composition of their future merchant marine and laid down estimates of production.

The prewar composition of the French merchant marine was: 42.5 per cent passenger ships; 44.5 per cent freighters; 12 per cent tankers. According to present plans, the objectives for 1952 are: 21.6 per cent passenger ships (650,000 tons); 56.8 per cent freighters (1,700,000 tons); and as many tankers as in 1939.

Considering ships presently under construction and already in use, the French merchant marine should have a tonnage of 3,300,000 by 1952. However, of this tonnage, the following proportion must be scrapped because of age: 171,000 tons of passenger ships; 241,000 tons of freighters; 27,000 tons of tankers; 141,000 tons of "Liberty" ships, to be scrapped between 1952 and 1955.

Noteworthy is the fact that 46 per cent of the tonnage at present in use is less than five years old. For that reason the merchant fleet in 1952 will be much more efficient and economical than during the prewar period. At present, the French merchant marine occupies fourth rank, closely followed by the Netherlands. In order to retain her position, it is believed that the French objective should be a tonnage of 4,000,000 tons. With that objective, a productive capacity of 300,000 tons would be justified, taking into account the necessity of replacing old tonnage, as follows: between 500,000 and 600,000 tons in the immediate future; 500,000 tons at a later date.

Many Believe Increased Tonnage Necessary

Furthermore, from a long-range point of view, many believe that a productive capacity of 300,000 tons would be necessary to provide for increased traffic and could be used. This could be built if the State came to the assistance of the shipbuilding industry, thereby enabling it to compete with foreign shipyards.

If the target of 4,000,000 tons is reached, the necessity of increasing traffic with regard to traditional currents of trade and the exploitation of new fields is realized.

Competition from airlines which, according to certain forecasts, is expected to take from 20 to 30 per cent of the passenger traffic by 1951, would not permit of any substantial increase in tonnage. The prerequisites for the acceptance of such a reduction in the passenger fleet would be a complete modernization and a logical repartition of ships among the lines served.

With regard to oil tankers, the tonnage of 650,000 contemplated for 1952 will allow only 50 per cent of the French requirements of petroleum products to be shipped under the French flag.

According to present plans, the cargo fleet of 1952 will amount to 1,700,000 tons. Although 33 per cent of the French cargo fleet in service is at least 20 years old, the prevalent opinion is that contemplation of a greater tonnage would be imprudent and useless. The internal difficulties, which prevent French shipping concerns from meeting foreign competition and the geographical advantages of foreign shipping lines enabled to call at French ports to complete loading, are responsible for this belief.

Southern Rhodesia's Tobacco Crop Estimated

Revised estimates of the 1948-49 tobacco crop in Southern Rhodesia are as follows: Virginian flue-cured tobacco, 79,750,000 pounds; Virginian fire-cured tobacco, 980,000 pounds.—(*Barclays Bank Review*)

Restrictions on Imports of Fresh Fruits and Vegetables Removed

Decision taken following Washington talks, in accordance with expressed intention of removing barriers on importation of such items last July — Restrictions relaxed, as Canada's reserves of gold and United States dollars improved.

RESTRICTIONS on the importation of the following fruits and vegetables were suspended, effective October 1, 1949:

Tariff Item No.	Description
87 } ex 711 }	Vegetables, fresh, in their natural state, or cut or shredded.
92	Fruits, fresh, in their natural state: apricots, cherries, cranberries, peaches, pears, plums or prunes, strawberries, raspberries, loganberries, berries, edible, n.o.p. quinces, nectarines.
94	Grapes, fresh, in their natural state.
95	Cantaloupes and muskmelons.
95a	Melons, n.o.p.
96	Fruits, fresh, in their natural state, n.o.p.
96a	Kumquats, fresh.
97	Plantains, pineapples, pomegranates, guavas and mangoes.
83	Potatoes, as hereunder defined: (a) In their natural state. (b) Dried, desiccated, or dehydrated. (c) Sweet potatoes in their natural state. (d) Sweet potatoes, n.o.p.
84	Onions, in their natural state, including onions grown with tops, shallots, and onion sets.
93	Apples, fresh, in their natural state.
100	Grapefruit, when imported from the place of growth by ship, direct to a Canadian port.
100a	Grapefruit, n.o.p.
101	Oranges, n.o.p.
101a	Lemons.
101b	Oranges, the produce of Palestine (when imported direct from the country of growth and production or from a country entitled to the benefits of the British Preferential Tariff) during the months of January, February, March and April.
102	Limes.
152	Lime juice, fruit syrups and fruit juices, n.o.p.
152b	Orange juice, grapefruit juice, and blended orange and grapefruit juice, the product of the British West Indies, when imported direct from the country of production.
152c	Grape juice in containers of more than one gallon capacity each.

Minister of Finance Announces Policy

Speaking in the House of Commons on September 26, the Hon. Douglas Abbott, Minister of Finance, declared that import restrictions on fresh fruits and vegetables, like other restrictions, were intended to be temporary. They were put on as a necessary measure to conserve exchange, and it was the intention of the government to relax and remove them as soon as the exchange position permitted.

Accordingly, from time to time, as Canada's reserves of gold and United States dollars improved, the restrictions were relaxed, by increases in the quota and by allowing the importation of staple vegetables and some fruits under open general permit, that is, without restriction.

It was the intention of the government to remove all remaining restrictions under the Emergency Exchange Conservation Act on fresh

fruits and vegetables by July, 1949. Due to the grave uncertainties confronting the government last July, arising from the British exchange crisis, it was considered that any further action at that time, which might adversely affect Canada's exchange position, should be postponed, pending the outcome of the conferences and discussions then under way.

"The government has now reviewed the position in the light of the Washington discussions, the subsequent realignment of exchange rates and the domestic supply situation," Mr. Abbott explained, "and has come to the conclusion that it should now proceed to carry out its declared intention to remove all remaining restrictions under the Emergency Exchange Conservation Act on the import of fresh fruits and vegetables. I am hopeful that, in due course, other import restrictions can be relaxed and removed. But that will depend upon future developments in our exchange position."

Import Restrictions on Watches Removed

Restrictions have been suspended on the importation of the following items, under the Emergency Exchange Conservation Act:

Watches of all kinds.

Watch actions and movements, finished and unfinished.

Watch cases and parts thereof, finished or unfinished.

Clocks, time recorders, clock movements, clockwork mechanisms, and clock cases.

Canadian Exports of Wheat and Flour Increased

Canada's 1948-49 crop year exports of wheat and wheat flour in terms of wheat amounted to 231,600,000 bushels, an increase of 36,600,000 bushels over the 1947-48 total. Exports of wheat as grain amounted to 183,400,000 bushels, an increase of almost 50,000,000 over the 1947-48 total but exports of flour in terms of wheat, at 48,200,000 bushels, showed a decrease of 13,300,000 from the preceding crop year.

While the 1948-49 exports were considerably higher than in the preceding year, they are somewhat below the ten-year average of 248,900,000 bushels. In the three years, 1943-44 through 1945-46, exports exceeded 340,000,000 bushels, a relatively high level for Canadian wheat and wheat flour. The all-time record for exports of Canadian wheat and wheat flour was set in 1928-29 when the total reached 407,600,000 bushels.

The United Kingdom continues to be Canada's chief outlet for wheat and flour exports, receiving approximately two-thirds of the 1948-49 total. Exports of Canadian wheat as grain to the United Kingdom totalled 128,700,000 bushels, while exports of flour, in terms of wheat equivalent, totalled 23,900,000 bushels.

Other important purchasers of Canadian wheat as grain during 1948-49 were India with 11,300,000 bushels, British South Africa 7,400,000, Switzerland 5,600,000, and Belgium 5,000,000. More than 30 crown colonies and foreign countries accounted for the balance, with individual totals ranging from a few bushels to more than a million.

In addition to the shipments to the United Kingdom, exports of flour to the equivalent of at least 1,000,000 bushels of wheat were made to each of the following: Philippine Islands, Syria, Trinidad and Tobago, Italy, Venezuela, Jamaica and Newfoundland (prior to the union with Canada). Almost 70 other crown colonies and foreign countries also purchased Canadian wheat flour in varying amounts. — (*Dominion Bureau of Statistics*)

Eleven Laboratories Being Established For Industrial Research in India

Five of these institutions already in partial operation—Many projects undertaken at universities, and raw material surveys made—Reduction of imports of products that can be manufactured domestically anticipated.

By Richard Grew, Commercial Secretary for Canada

NEW DELHI, August 31, 1949.—India is proceeding with the establishment of eleven national laboratories, the purpose of which will be the application of scientific research to industrial problems. They will operate under the auspices of the Council of Scientific and Industrial Research, which was created ten years ago. It has already initiated 300 research schemes in universities and other institutions, undertaken comprehensive surveys of raw materials, and developed over 150 processes of commercial importance.

The eleven laboratories, which it is planned to establish, will cover all aspects of research in their particular fields, and will be equipped with pilot plant facilities. Several laboratories are already functioning, while existing buildings are being equipped or adapted for others. Some Rs. 38,050,000 have been set aside for this purpose.

The largest of these, the National Physical Laboratory, is being located in Delhi, and the physical section is in operation. Research concerned with the production of carbon brushes, carbon diaphragms and other carbon products from indigenous raw materials is being carried out. There will be eight other divisions: weights and measures, applied mechanics and materials, heat and power, optics, electricity, electronics and sound, hydraulics, and analytical chemistry.

Bio-chemistry Research Under Way at Poona

The National Chemical Laboratory is under construction at Poona and the bio-chemistry division is now functioning. This laboratory will have seven main divisions, devoted to inorganic chemistry, organic chemistry, physical chemistry, bio-chemistry, chemistry of high polymers, chemical engineering, and survey and intelligence. Research into the production of moulding powders from indigenous material, the utilization of waste vegetable oils, and the manufacture of chemical cotton is under way.

Metallurgical Research Progressing

The National Metallurgical Laboratory at Jamshedpur, near Calcutta, is also functioning, at present in collaboration with the Tata organization. One result of this collaboration is the substitution of manganese for nickel in austenitic steels. It is hoped that this development will reduce India's dependence on foreign countries for her supplies of nickel, as she possesses abundant resources of manganese-bearing minerals. Several stainless steels for various purposes have already been produced. Specialists from the laboratory will also provide technical advice to industrial firms in respect of other metallurgical operations.

Production Planned of Synthetic Liquid Fuel

Research already under way at the Fuel Research Institute, being built at Digwadih, near the Jharia coalfields, West Bengal, deals mainly

with the blending and washability of Indian coals, low-temperature carbonization, utilization of coal-tar products, as well as the production of synthetic liquid fuel, to augment the scanty mineral oil resources of this country. An extensive survey of Indian coals is being carried out, five regional stations, in Assam, Jharia, Ramgarh, Raniganj and Hyderabad, having been established for this purpose.

Optical Glass to be Produced

The Central Glass and Ceramic Research Institute building is nearing completion in Calcutta, and a sand-washing plant has already been installed for analysing and grading more than 120 samples of sands from several provinces. In the field of ceramics, several glazes and colours new to the industry of this country have been evolved and are being tried out on a small scale. It is proposed to set up a pilot plant for the manufacture of optical glass shortly.

Food and Drug Research Important

Drug research being an integral part of India's health program, a Central Drug Research Institute is being set up at Lucknow, with five main divisions dealing with chemistry, botany, pharmacology, bio-chemistry and microbiology, and clinical science. The first task of the Institute will be the systematic investigation of indigenous drugs and medical systems, to be followed by work on synthetic drugs. Its research will be linked to some extent with that of the Central Food Technological Research Institute in Mysore, which will investigate food storage and preservation, dietetics, statistics, food containers, food adulteration, food processing and bio-chemistry, and nutrition. Laboratory investigations into the manufacture of synthetic rice, synthetic milk from groundnut cake, and the effects of hydrogenated vegetable ghee on the human system, are at present being carried out there.

Tanning Industry to be Encouraged

Leather is one of India's major export commodities and is a good dollar-earning item. Until a few years ago, however, hides and skins were exported in a raw condition, and it is only recently that a tanning industry has come into being. Madras being the centre of the industry, a Central Leather Research Institute is shortly to be built there, with sections devoted to leather testing, bacteriology, microscopy and physics. A systematic investigation of the use of synthetic tanning materials mixed with indigenous products, is contemplated in an effort to curtail imports.

Electro-Chemical, Road and Building Research

As a number of "key" chemical industries depend on electro-chemical processes, the Electro-Chemical Research Institute at Karaikuddi, Madras, has a vital role to play in the development of the chemical industry. Two main divisions—electrolytic and electrothermic—are contemplated, but it is proposed to set up ancillary laboratories, consisting of analytical, chemical engineering, testing and standardization, and electronic sections.

The two remaining laboratories are the Central Road Research Institute, Delhi, which will function in collaboration with the Ministry of Transport, and the Central Building Research Station, at Roorkee, in the United Provinces, which was established in 1947. The former will

study the technique of construction and maintenance of roads, make a survey of Indian soils with the object of evolving cheap rural roads, and develop new types of rural vehicles. The latter deals with such problems as the construction of low-cost houses and the development and utilization of natural and synthetic construction materials. Peculiarly Indian conditions are not overlooked, and village housing and soil stabilization receive special attention.

Postwar Manufacture of Shoes in Greece Started

Athens, September 1, 1949.—(FTS)—Large-scale footwear production by the first Greek factory to begin postwar operations commenced last July. Most of the machinery was obtained from the United States through the American Mission for Aid to Greece (AMAG). The company has its own plant for the generation of electric power, and daily capacity is estimated at 500 pairs.

Mission experts recently made a survey of the factory and of two smaller establishments, each of which has reached a daily capacity of 300 pairs. It was conducted as part of a program for local production of shoes for the Greek armed forces, which had hitherto been imported.

Previous footwear production has been almost entirely by small factories, using hand labour exclusively. Individual manufacturers have opposed the establishment of large factories, with modern machinery and producing shoes on a large-scale, low-cost basis.

Since domestic production meets the demand for every type of Greek footwear, all commercial imports were prohibited at the end of 1947. Small quantities were imported in 1948, but these were presumably on the basis of licences issued in 1947, before prohibition of imports became effective.

Reciprocal Trade Agreements Act Passed by the United States

Washington, September 27, 1949.—(FTS)—One year ago, President Truman asked for a three-year extension of the Reciprocal Trade Agreements Act, which, up to that time, had been renewed regularly on every expiration date since 1934. Instead, the then Republican Congress voted to continue the program for only one year, and rewrote the legislation in such a way as to curtail substantially the President's freedom of action in tariff negotiations.

When the Trade Agreements Act of 1948 expired on June 30, 1949, attempts were made in Congress to re-enact the legislation in substantially the same form as the expiring Act, including the much-discussed "peril points" provision. This provision would have required the President to explain to Congress whenever the customs tariff was reduced below levels indicated by the Tariff Commission as being the limits of safety below which it would be dangerous to make tariff reductions. Such a provision in the law would have greatly restricted the President in tariff negotiations with other countries.

The law, as passed, means a return to the procedures which prevailed from 1934 to 1948, under which the United States concluded agreements with 42 countries and agreed to reduce, or prevent any increase in, existing tariff barriers on imports into the United States, in exchange for concessions designed to improve the treatment accorded imports of United States products into foreign countries.

The President now has authority until June 12, 1951, to make agreements with other nations for a mutual reduction of import duties.

Lebanon and Syria Conclude Agreement Strengthening Existing Customs Union

Duty imposed on cereal imports, but competitive conditions had already closed market for Canadian flour in Lebanon—State railways to be unified—Control of tobacco continued.

By J. M. Boyer, Canadian Government Trade Commissioner in Cairo

CAIRO, July 23, 1949.—An economic agreement concluded between Lebanon and Syria on July 8 will likely improve the working of the existing customs union and thus provide a sounder economic foundation for both countries. The object of the agreement is to protect the agricultural interests of Syria and the industrial interests of both countries without interfering unduly with the import-export and transit trade, which is of such great importance to the Lebanon.

The chief provisions of the agreement are as follows:

1. An import duty of 50 per cent on imports of cereals.
2. Syria undertakes to provide Lebanese requirements of wheat and barley and their products.
3. State railways will be unified and returned to the control of the Superior Council of Common Interests, which directs the customs union.
4. Control of tobacco will remain under the Council of Common Interests.
5. An attempt will be made to bring the currencies of the two countries into parity with each other.

Full details of the agreement are available to interested Canadian firms, on application to the Department of Trade and Commerce, Ottawa.

Canadian Sales Not Actually Affected

Superficially this agreement appears to strike a severe blow at Canadian trade with Lebanon, inasmuch as the 50 per cent import duty on cereals makes it difficult for Canada to compete in selling that commodity in the Lebanese market. In fact, however, competitive conditions had put a stop to Canadian trade in cereals (principally flour) some weeks before this agreement came into effect.

The Syrian wheat harvest of 1948 produced an exportable surplus of approximately 100,000 tons. During much of the marketing period, world prices were high, economic relations with Lebanon were not particularly close, and much Syrian wheat was sold at fairly high prices to more remote buyers. In these circumstances, Canadian flour, being at least as cheap as that produced from Syrian wheat, became an attractive commodity for Lebanese importers, and they bought rather heavily. Unfortunately, before profits could be realized on all these purchases, completely changed conditions combined to bring about heavy loss, and in some cases bankruptcy, to these Lebanese traders.

By April, 1949, it was apparent that the new Syrian wheat crop would be one of the largest of recent years, consequently the price of Syrian wheat dropped well below competitive Canadian quotations. This price change was also influenced by the knowledge that wheat was no longer in short supply throughout the world. In addition to the drop in the price of wheat, there was also considerable loss sustained in the

drop of the United States dollar in terms of the local currency, the rate having been U.S.\$1 equals Leb.£3.60 in February as compared with Leb.£3 at present.

Exportable Surplus of Syrian Wheat Higher

When harvested, the Syrian wheat crop reached earlier expectation, and it is estimated that there will be an exportable surplus of 350,000 tons. This is double the exportable surplus of 1948, partly as a result of the fact that the acreage seeded was about one-third more than in the previous year.

The Syrian Government has set the price at Leb. £140 per metric ton, payable to growers at collection centres throughout the country.

It is noteworthy that, as a result of this large wheat harvest and the prospects of exportable surpluses in the next few years, Syria has been able to make an arrangement with Saudi Arabia to help provide coverage for her currency (see *Foreign Trade* of July 16, 1949, page 77). It is reported from the Syrian Ministry of Finance that the Saudi Arabian Government has advanced U.S.\$6 million, which will be eventually repaid in Syrian wheat. Beirut importers have, of course, suffered losses in other important commodities through the fall in the local value of the United States dollar.

There is some reason to hope that these unsatisfactory conditions may be of a temporary nature. The economic agreement between the two countries ought, on the whole, to have a favourable effect on their economies and, in addition, the prospects of oil pipe-line construction and of further agricultural development are promising factors but not for Canadian flour exporters.

(N.B.—It should be noted that Canadian trade statistics group the Lebanon-Syria Customs Union under the term "Syria".)

High Mineral Production in Southern Rhodesia

Mineral production in Southern Rhodesia was valued at £916,673 in April, the second highest monthly total ever recorded and only slightly below the record March figure of £920,131. Total mineral output at £3,526,938 in the first four months of the current year was more than 20 per cent greater than the corresponding 1948 total of £2,929,629. Higher output values for asbestos and gold were mainly responsible for the increase.

Asbestos output declined in April to 6,498 tons valued at £323,474 from 7,505 tons worth £357,925 in March. Total production for this year has, however, been at a somewhat higher level than in 1948, comparative figures for the first four months of each year being respectively 26,572 tons worth £1,318,071 and 23,370 tons valued at £880,777.—(*Barclays Bank Review*)

Permits Required for Importation of Iron and Steel Items

Permits are required for the importation of certain iron and steel products, including pig iron, ingots, blooms, billets, bars, rods, plates, sheets and forgings, an order to this effect having been issued by the Steel Controller under the Emergency Exchange Conservation Act. This measure, which took effect on October 1, 1949, does not apply to goods in transit to Canada on or before September 30. Tariff items to which this order applies are: 374, 377, 377-a, 377-b, 377-c, 377-d, 377-e, 377-f, 377-g, 378, 379, 380, 385, 385-a, 386, 392, 392-a, 392-b, 440-f.

Trade Commissioners on Tour

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

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Galt—Board of Trade.
Goderich—Board of Trade.
Granby—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.

Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
St. John's—Department of Trade and Commerce, Stott Building.
Stratford—Board of Trade.
Toronto—Canadian Manufacturers' Association.
Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.
Woodstock—Board of Trade.

L. H. Ausman, Canadian Government Trade Commissioner in Leopoldville, has returned home on leave, and is now touring Canada from coast to coast, to meet businessmen interested in trading with the Belgian Congo, Angola and French Equatorial Africa.

Quebec City—October 12.
Montreal—October 13-29.
Ottawa—October 31-November 1.
Winnipeg—November 7.

Swift Current—November 9.
Calgary—November 10.
Vancouver-Victoria—November 12-18.

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

Winnipeg—October 17.
Windsor—October 21.
London—October 24.
Goderich, Kincardine—October 25.
Kitchener, Waterloo—October 26.
Elora, Fergus—October 27.
Galt—October 28.
Stratford—October 29.
Brantford—October 31.
Woodstock—November 2.

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

C. M. Croft, Commercial Counsellor for Canada in Sydney, Australia, has returned home on leave, and is now touring Canada, visiting businessmen interested in trading with Australia.

Vancouver-Victoria—October 7-20.

L. S. Glass, Canadian Government Trade Commissioner in Lisbon, Portugal, has returned home on leave, and is touring Canada, discussing with businessmen in many of the leading centres trade conditions in Portugal, Spain and other areas in his territory, such as the Azores, Madeira, Spanish Morocco, the Canary Islands and Gibraltar.

Toronto—October 3-15.

Hamilton—October 17.

Niagara Falls—October 18.

St. Catharines-Welland—October 19.

Brantford—October 20.

Kitchener—October 21.

Montreal—October 24-November 8.

Ottawa—November 10.

Bruce A. Macdonald, Commercial Secretary for Canada in Brussels, returned home on leave last June, and commenced his tour of Canada in June, continuing until the middle of July. It will now be resumed, commencing in Ottawa on October 3.

Montreal—October 11-22.

Quebec City—October 24-25.

Saint John—October 27.

Halifax—October 29.

E. H. Maguire, Commercial Secretary for Canada in Santiago, Chile, has returned home on leave, and will commence his tour of Canada on October 3, discussing with businessmen trade conditions in Chile and Bolivia.

Vancouver, Victoria—October 3-14.

Winnipeg—October 17.

Toronto—October 19-November 2.

Guelph—November 3.

Kitchener—November 4.

Hamilton—November 7.

St. Catharines—November 8.

Welland, Niagara Falls—November 9.

Brantford—November 10.

London—November 11.

Windsor—November 14.

Sarnia—November 15.

Kingston, Gananoque—November 17.

Montreal—November 18-December 1.

Quebec City—December 2.

Saint John—December 5.

Halifax—December 7.

Ottawa—December 9-16.

Frederick H. Palmer, who has returned from Stockholm, Sweden, where he was Commercial Counsellor for Canada and Charge d'Affaires at the Canadian Legation, is now on tour in this country, prior to his departure next November for Manila, in the Philippine Islands, to open a new office for the Canadian Trade Commissioner Service.

Winnipeg—October 11.

Edmonton—October 13.

Vancouver-Victoria—October 18-29.

Paul V. McLane, Commercial Secretary for Canada in New Zealand, will complete his tour of Canada by a visit to Vancouver from November 21 to 30. He will be available to discuss with businessmen conditions in New Zealand, Fiji and Western Samoa.

Cement in Short Supply in Tanganyika

British exports to Uganda of crockery, bicycles, carpets, building materials, hardware and sewing machines, are still much in demand, while corrugated iron sheets are in short supply. The shortage of cement in Dar-es-Salaam is expected to be relieved by shipments from Mombasa in cases where arrivals have been unduly heavy. (*Barclays Bank Review for July*)



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 Quebec. † Calls at Halifax several days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden— Port Aden	November 5-11	<i>Myrmidon</i>	Cunard Donaldson
Africa—South and East—			
Cape Town	October 15-25	<i>A Ship</i>	March Shipping
Port Elizabeth	October 20-23	<i>Langfonn</i>	Shipping Limited
East London	November 1	<i>Thorstrand</i>	Kerr Steamships
Durban	November 1-12	<i>Cabano</i>	Elder Dempster
	November 20	<i>Thorshall</i>	Kerr Steamships
	November 25	<i>Norden</i>	Shipping Limited
Beira	November 1-12	<i>Cabano</i>	Elder Dempster
Lourenço Marques..	November 1	<i>Thorstrand</i>	Kerr Steamships
Beira	November 20	<i>Thorshall</i>	Kerr Steamships
Mombasa			
Lourenço Marques...	October 20-23	<i>Langfonn</i>	Shipping Limited
	November 1-12	<i>Cabano</i>	Elder Dempster
	November 25	<i>Norden</i>	Shipping Limited
Argentina— Buenos Aires	October 18-19	<i>Mormacmar</i>	Montreal Shipping
	October 24-29	<i>Bowplate</i>	Cunard Donaldson
	Late October	<i>Highland Prince</i>	Furness Withy
	November 10-11	<i>Mormacsaga</i>	Montreal Shipping
Australia—			
Brisbane			
Sydney	October 21-28	<i>Kaimata</i>	Montreal Australia New Zealand Line
Geelong			
Melbourne	Mid-November	<i>City of St. Albans</i>	Montreal Australia New Zealand Line
Adelaide			
	October 14-20	<i>Saint Malo</i>	Furness Withy
	October 20	<i>Brant County</i>	Canada Steamships
	October 21-27	<i>Mont Gaspé</i>	Montreal Shipping
	October 22	<i>Prins Willem IV</i>	Shipping Limited
	October 24-31	<i>Vasaholm</i>	Swedish American
	Oct. 26-Nov. 2	<i>Beaconsfield</i>	Cunard Donaldson
	October 27	<i>Rutenfjell</i>	Brock Shipping
	November 2	<i>Prins Willem III</i>	Shipping Limited
	November 3-9	<i>Stegholm</i>	Swedish American
	November 5-12	<i>Polykarp</i>	Swedish American
	November 6	* <i>Beavercove</i>	Canadian Pacific
	November 9	<i>Prins Alexander</i>	Shipping Limited
	November 10	<i>Svanfjell</i>	Brock Shipping
	November 12-19	<i>Wanstead</i>	Cunard Donaldson
	November 15	<i>Prins Johan Willem</i>	Shipping Limited
		<i>Friso</i>	Shipping Limited
	November 21	<i>Prins Maurits</i>	Shipping Limited
	November 24	<i>Carmelfjell</i>	Shipping Limited
	November 25	<i>Prins Willem Van Oranje</i>	Shipping Limited

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Brazil— Rio de Janeiro Santos	(October 18-19 October 24-29 Late October November 10-11	<i>Mormacmar</i> <i>Bowplate</i> <i>Highland Prince</i> <i>Mormacsaga</i>	Montreal Shipping Cunard Donaldson Furness Withy Montreal Shipping
British Honduras— Belize	October 29-31	† <i>Congo</i>	Saguenay Terminals
Canal Zone— Cristobal	October 29-31	† <i>Congo</i>	Saguenay Terminals
Ceylon— Colombo	(Oct. 29-Nov. 7 November 12-17	<i>Cliffside</i> <i>City of Carlisle</i>	March Shipping McLean Kennedy
Cuba— Havana	(October 15-20 October 29-31 Oct. 29-Nov. 4	† <i>Tidaholm</i> † <i>Congo</i> † <i>Tunaholm</i>	Swedish American Saguenay Terminals Swedish American
Denmark— Copenhagen	(October 24-31 November 1-2 November 3-9 November 5-12 November 6 November 22	<i>Vasaholm</i> <i>Ragneborg</i> <i>Stegeholm</i> <i>Polykarp</i> <i>Hemsefjell</i> <i>Makefjell</i>	Swedish American Montreal Shipping Swedish American Swedish American Brock Shipping Brock Shipping
Dominican Republic— Ciudad Trujillo	October 29-31	*† <i>Apollo</i>	Saguenay Terminals
Egypt— Alexandria Port Said Suez	November 5-11	<i>Myrmidon</i>	Cunard Donaldson
France— Le Havre	(October 14-20 October 17-22 October 19-23 October 20 October 22 November 2 November 5-12 November 9 November 15 November 21 November 25	<i>Saint Malo</i> <i>Vasaholm</i> <i>Capo Arma</i> <i>Brant County</i> <i>Prins Willem IV</i> <i>Prins Willem III</i> <i>Polykarp</i> <i>Prins Alexander</i> <i>Prins Johan Willem Friso</i> <i>Prins Maurits</i> <i>Prins Willem Van Oranje</i>	Furness Withy Swedish American Furness Withy Canada Steamships Shipping Limited Shipping Limited Swedish American Shipping Limited Shipping Limited Shipping Limited Shipping Limited
Marseilles	(October 19-23 November 12-17	<i>Capo Arma</i> <i>Capo Vita</i>	Furness Withy Furness Withy
Finland— Helsinki	(October 24-31 November 3-9 November 5-12	<i>Vasaholm</i> <i>Stegeholm</i> <i>Polykarp</i>	Swedish American Swedish American Swedish American
Germany— Hamburg	(October 21-27 October 22 October 24-31 Oct. 26-Nov. 2 November 2 November 3-9 November 5-12 November 9 November 12-19 November 15 November 21 November 25	<i>Mont Gaspe</i> <i>Prins Willem IV</i> <i>Vasaholm</i> <i>Beaconsfield</i> <i>Prins Willem III</i> <i>Stegeholm</i> <i>Polykarp</i> <i>Prins Alexander</i> <i>Wanstead</i> <i>Prins Johan Willem Friso</i> <i>Prins Maurits</i> <i>Prins Willem Van Oranje</i>	Montreal Shipping Shipping Limited Swedish American Cunard Donaldson Shipping Limited Swedish American Swedish American Shipping Limited Cunard Donaldson Shipping Limited Shipping Limited Shipping Limited

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Guatemala— Puerto Barrios.....	October 29-31	†Congo	Saguenay Terminals
Hong Kong	{October 18-21 Oct. 27-Nov. 2 Oct. 28-Nov. 3 November 12-17	City of Coventry Leza Maerske Menestheus City of Carlisle	McLean Kennedy Robert Reford Cunard Donaldson McLean Kennedy
India— Bombay..... Madras..... Calcutta.....	{Oct. 29-Nov. 7 November 15	Cliffside City of Carlisle	March Shipping McLean Kennedy
Indonesia— Batavia..... Samarang..... Soerabaya..... Cheribon..... Belawan-Deli.....	November 5-11	Myrmidon	Cunard Donaldson
Ireland— Dublin..... Cork.....	October 20	A Ship	Shipping Limited
Italy— West Coast Ports...	{October 19-23 November 12-17	Capo Arma Capo Vila	Furness Withy Furness Withy
Japan— Kobe..... Yokohama.....	{Oct. 27-Nov. 2 Oct. 28-Nov. 3	Leza Maerske Menestheus	Robert Reford * Cunard Donaldson
Keelung.....	Oct. 27-Nov. 2	Leza Maerske	Robert Reford
Malaya— Penang..... Port Swettenham..}	November 5-11	Myrmidon	Cunard Donaldson
Mexico— Veracruz..... Tampico.....	{October 15-20 Oct. 29-Nov. 4	†Tidaholm †Tunaholm	Swedish American Swedish American
	{October 17-22 October 20 October 21-27 October 22 Oct. 26-Nov. 2 October 27 November 2 November 3-9 November 5-12 November 9 November 10 November 12-19 November 15 November 21 November 24 November 25	Vasaholm Brant County Mont Gaspe Prins Willem IV Beaconsfield Rutenfjell Prins Willem III Stegholm Polykarp Prins Alexander Sranefjell Wanstead Prins Johan Willem Friso Prins Maurits Carmefjell Prins Willem Van Oranje	Swedish American Canada Steamships Montreal Shipping Shipping Limited Cunard Donaldson Brock Shipping Shipping Limited Swedish American Swedish American Shipping Limited Brock Shipping Cunard Donaldson Shipping Limited Shipping Limited Brock Shipping Shipping Limited
Netherlands— Amsterdam..... Rotterdam.....	{November 3-9 November 5-12 November 9 November 10 November 12-19 November 15	Prins Alexander Sranefjell Wanstead Prins Johan Willem Friso Prins Maurits Carmefjell Prins Willem Van Oranje	Swedish American Shipping Limited Brock Shipping Cunard Donaldson
Netherlands Antilles— Curaçao.....	October 29-31	*†Apollo	Saguenay Terminals
New Zealand— Auckland..... Wellington..... Lyttelton..... Dunedin..... Bluff.....	November 16-23	City of Delhi	Montreal Australia New Zealand Line
Northern Ireland— Belfast.....	October 20-23	Ramore Head	McLean Kennedy

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Norway—			
Oslo.....	October 24-31	<i>Vasaholm</i>	Swedish American
Kristiansand.....	November 3-9	<i>Stegholm</i>	Swedish American
Stavanger.....	November 6	<i>Hemsefjell</i>	Brock Shipping
Bergen.....	November 5-12	<i>Polykarp</i>	Swedish American
	November 22	<i>Makefjell</i>	Brock Shipping
Oslo.....	October 24	<i>Topdalsfjord</i>	Kerr Steamships
Kristiansand.....			
Stavanger.....			
Bergen.....			
Trondheim.....			
	November 20	<i>A Ship</i>	Kerr Steamships
Pakistan—			
Karachi.....	November 12-17	<i>City of Carlisle</i>	McLean Kennedy
Karachi.....	Oct. 29-Nov. 7	<i>Cliffside</i>	March Shipping
Chittagong.....			
Philippines—			
Manila.....	Oct. 28-Nov. 3	<i>Menestheus</i>	Cunard Donaldson
Cebu.....			
Manila.....	October 18-21	<i>City of Coventry</i>	McLean Kennedy
Manila.....	Oct. 27-Nov. 2	<i>Leza Maerske</i>	Robert Reford
Iloilo.....			
Cebu.....			
Puerto Rico—			
San Juan.....	{ October 29-31	*† <i>Apollo</i>	Saguenay Terminals
	{ November 10-17	† <i>Vigor</i>	Swedish American
Saudi Arabia—			
Jeddah.....	Oct. 29-Nov. 7	<i>Cliffside</i>	March Shipping
Singapore.....	{ October 18-21	<i>City of Coventry</i>	McLean Kennedy
	{ November 5-11	<i>Myrmidon</i>	Cunard Donaldson
Sweden—			
Gothenburg.....	October 24-31	<i>Vasaholm</i>	Swedish American
Malmö.....			
Norrköping.....			
Stockholm.....	November 3-9	<i>Stegholm</i>	Swedish American
	November 5-12	<i>Polykarp</i>	Swedish American
Malmö.....	November 1-2	<i>Ragneborg</i>	Montreal Shipping
Stockholm.....			
Gothenburg.....			
United Kingdom—			
Avonmouth.....	{ October 17-24	<i>Delilian (r)</i>	Cunard Donaldson
	{ October 21-26	<i>Bristol City</i>	Furness Withy
Swansea.....	{ Oct. 31-Nov. 7	<i>Dorelian (r)</i>	Cunard Donaldson
	{ November 2-9	<i>Moveria (r)</i>	Cunard Donaldson
	{ November 14-21	<i>Norwegian</i>	Cunard Donaldson
Glasgow.....	{ October 23-30	<i>Lismoria (r)</i>	Cunard Donaldson
	{ November 7-14	<i>Salacia (r)</i>	Cunard Donaldson
	{ November 12-20	<i>Laurentia</i>	Cunard Donaldson
Hull.....	{ October 17-21	<i>Consuelo (r)</i>	McLean Kennedy
	{ October 20-25	<i>Triberg</i>	March Shipping
Leith.....	October 26-31	<i>Cairnavon</i>	Furness Withy
Newcastle.....			
Liverpool.....	{ October 12-19	<i>Valacia (r)</i>	Cunard Donaldson
	{ October 20-25	<i>Triberg</i>	March Shipping
	{ October 21	<i>Empress of Canada (r)</i>	Canadian Pacific
	{ October 20-23	<i>Ramore Head</i>	McLean Kennedy
	{ Late October.	<i>Arabia (r)</i>	Cunard Donaldson
	{ October 28	<i>Empress of France (r)</i>	Canadian Pacific
	{ November 3	<i>Beaverford</i>	Canadian Pacific
	{ November 3-7	<i>Ascania (r)</i>	Cunard Donaldson
	{ November 5-13	<i>Arabia (r)</i>	Cunard Donaldson
	{ November 11	<i>Beaverburn (r)</i>	Canadian Pacific
	{ November 11	<i>Empress of Canada (r)</i>	Canadian Pacific
	{ November 17-24	<i>Vardulia</i>	Cunard Donaldson
	{ November 25	<i>Empress of France (r)</i>	Canadian Pacific

DEPARTURES FROM MONTREAL—Concluded

Destination	Loading Date	Vessel	Operator or Agent	
United Kingdom— Con. London.....	October 21-27	<i>Hillcrest Park</i>	Cunard Donaldson	
	October 23	* <i>Beaverglen</i> (r)	Canadian Pacific	
	October 27	<i>Beaverdell</i> (r)	Canadian Pacific	
	October 27	<i>Rutenfjell</i>	Brock Shipping	
	October 30	<i>Beaverdell</i> (r)	Canadian Pacific	
	November 1-7	<i>Sibley Park</i>	Cunard Donaldson	
	November 6	<i>Beavercove</i>	Canadian Pacific	
	November 10	<i>Svanefjell</i>	Brock Shipping	
	November 13-20	<i>Asia</i> (r)	Cunard Donaldson	
	November 15	<i>Beaverlake</i> (r)	Canadian Pacific	
	November 24	<i>Carmelfjell</i>	Brock Shipping	
	November 27	<i>Beaverglen</i> (r)	Canadian Pacific	
	Manchester.....	October 17-21	<i>Manchester Trader</i> (r)	Furness Withy
October 20-29		<i>Manchester Port</i> (r)	Furness Withy	
November 2-5		<i>Manchester City</i> (r)	Furness Withy	
Uruguay— Montevideo.....	October 18-19	<i>Mormacmar</i>	Montreal Shipping	
	October 24-29	<i>Bowplate</i>	Cunard Donaldson	
	Late October	<i>Highland Prince</i>	Furness Withy	
	November 10-11	<i>Mormacsaga</i>	Montreal Shipping	
Venezuela— La Guaira..... Maracaibo..... Puerto Cabello.....	October 29-31	*† <i>Apollo</i>	Saguenay Terminals	
	November 10-17	† <i>Vigor</i>	Swedish American	
West Indies— Jamaica..... Bahamas.....	October 24	<i>Canadian Highlander</i>	Canadian National	
	November 4	† <i>Canadian Observer</i>	Canadian National	
	November 14	<i>Canadian Victor</i>	Canadian National	
	November 24	† <i>Canadian Conqueror</i>	Canadian National	
	Antigua.....			
	Barbados.....			
Bermuda..... British Guiana..... Dominica..... Grenada..... Montserrat..... St. Kitts..... St. Lucia..... St. Vincent..... Trinidad.....	October 18-24	† <i>Canadian Challenger</i> (r)	Canadian National	
	Oct. 25-Nov. 3	† <i>A Ship</i>	Alcoa Steamships	
	Oct. 26-Nov. 3	<i>Lady Rodney</i> (r)	Canadian National	
	November 9-15	† <i>Canadian Constructor</i>	Canadian National	
	November 13-22	† <i>A Ship</i>	Alcoa Steamships	
	November 18-25	<i>Lady Nelson</i> (r)	Canadian National	

DEPARTURES FROM QUEBEC

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— Liverpool.....	October 20-24	<i>Franconia</i> (r)	Cunard Donaldson
	November 14-17	<i>Franconia</i> (r)	Cunard Donaldson
London.....	October 22-27	<i>Samaria</i> (r)	Cunard Donaldson

DEPARTURES FROM HALIFAX

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— Liverpool.....	October 24-29	<i>Newfoundland</i> (r)	Furness Withy
	December 14	<i>Franconia</i> (r)	Cunard Donaldson
Southampton.....	November 3	<i>Aquitania</i>	Cunard Donaldson
	November 24	<i>Aquitania</i>	Cunard Donaldson

DEPARTURES FROM SAINT JOHN

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
London.....	Nov. 30–Dec. 7	<i>Fort Musquarro</i>	Cunard Donaldson
Liverpool.....	Nov. 27–Dec. 1	<i>Samaria</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
Africa—South and East—			
Cape Town.....	October November 11	<i>Ruysdael</i> <i>Rondo</i>	Canadian Transport Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Lourenço Marques.....			
Argentina—			
Buenos Aires.....	November 5	<i>Falkanger</i>	Empire Shipping
Australia—			
Sydney.....	October 22 October 23 November 8	<i>Sonoma</i> <i>Waihemo</i> <i>Sierra</i>	Dingwall Cotts Canadian Australasian Dingwall Cotts
Melbourne.....			
Sydney.....			
Melbourne.....	Mid-November	<i>Mongabarra</i>	Empire Shipping
Adelaide.....			
Belgium—			
Antwerp.....	October 26 November 7 November 8 November 29	<i>Golden Gate</i> (r) <i>Seattle</i> (r) <i>Wyoming</i> <i>Bio Bio</i> (r)	Gardner Johnson Empire Shipping Empire Shipping Gardner Johnson
Brazil—			
Rio de Janeiro.....			
Santos.....			
	November 5	<i>Falkanger</i>	Empire Shipping
Canal Zone—			
	October 27	<i>Coastal Nomad</i> <i>Santa Juana</i> (r) <i>Don Aurelio</i> <i>Santa Leonor</i> <i>Gunner's Knot</i> <i>Anchor Hitch</i>	Gardner Johnson Gardner Johnson Empire Shipping Gardner Johnson Gardner Johnson Gardner Johnson
	November 6		
Balboa.....	November 10		
Panama City.....	November 11		
	November 17		
	November 20		
	October 27	<i>Coastal Nomad</i> <i>Gunner's Knot</i> <i>Anchor Hitch</i>	Gardner Johnson Gardner Johnson Gardner Johnson
Cristobal.....	November 17		
	November 20		
Ceylon—			
Colombo.....	October 24	<i>Hoperidge</i> <i>Radja</i> <i>Høegh Silverbeam</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts
	November 4		
	November 24		
Chile—			
Arica.....	November 6 November 11	<i>Santa Juana</i> <i>Santa Leonor</i>	Gardner Johnson Gardner Johnson
Antofagasta.....			
Valparaiso.....			
Antofagasta.....	November 5	<i>Falkanger</i>	Empire Shipping
Valparaiso.....			
China—			
Shanghai.....	November 11–12	<i>Java Mail</i>	Canadian Blue Star
Tsingtao.....			
Taku Bar.....			
Shanghai.....	October 14–15	<i>American Mail</i>	Canadian Blue Star

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Colombia— Barranquilla.....	{October 27 November 10 November 17 November 20	<i>Coastal Nomad</i> <i>Don Aurelio</i> <i>Gunner's Knot</i> <i>Anchor Hitch</i>	Gardner Johnson Empire Shipping Gardner Johnson Gardner Johnson
Costa Rica— Puntarenas.....	November 10	<i>Don Aurelio</i>	Empire Shipping
Cuba— Havana..... Santiago.....	{Early November	<i>Sapho</i>	Empire Shipping
Ecuador— Guayaquil.....	{November 6 November 11	<i>Santa Juana</i> <i>Santa Leonor</i>	Gardner Johnson Gardner Johnson
El Salvador— La Libertad..... La Union.....	{October 27 November 10 November 17 November 20	<i>Coastal Nomad</i> <i>Don Anselmo</i> <i>Gunner's Knot</i> <i>Anchor Hitch</i>	Gardner Johnson Empire Shipping Gardner Johnson Gardner Johnson
Fiji— Suva.....	{October October 23	<i>Yesteroy</i> <i>Waihemo</i>	Empire Shipping Canadian Australasian
France— Le Havre..... Bordeaux..... Dunkirk.....	{November 8	<i>Wyoming</i>	Empire Shipping
Germany— Hamburg.....	{October 26 November 7 November 29	<i>Golden Gate (r)</i> <i>Seattle (r)</i> <i>Bio Bio (r)</i>	Gardner Johnson Gardner Johnson Gardner Johnson
Guatemala— San Jose..... Guatemala.....	{October 27 November 10 November 17 November 20	<i>Coastal Nomad</i> <i>Don Aurelio</i> <i>Gunner's Knot</i> <i>Anchor Hitch</i>	Gardner Johnson Empire Shipping Gardner Johnson Gardner Johnson
Hong Kong—	{November 10 November 11-12	<i>Kookaburra</i> <i>Java Mail</i>	Empire Shipping Canadian Blue Star
India— Bombay.....	{October 24 November 24	<i>Hoperidge</i> <i>Høegh Silverbeam</i>	Dingwall Cotts Dingwall Cotts
Madras..... Calcutta.....	{November 14	<i>Zeeman</i>	Dingwall Cotts
Bombay..... Calcutta.....	{November 4	<i>Radja</i>	Dingwall Dotts
Indonesia— Batavia..... Samarang..... Soerabaya..... Cheribon.....	{October 24 November 4 November 14 November 24	<i>Hoperidge</i> <i>Radja</i> <i>Zeeman</i> <i>Høegh Silverbeam</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts Dingwall Cotts
Israel— Haifa..... Tel-Aviv.....	{Early November	<i>Sapho</i>	Empire Shipping
Japan— Yokohama.....	{November 3-4 November 11-12	<i>Oregon Mail (r)</i> <i>Java Mail</i>	Canadian Blue Star Canadian Blue Star
Malaya— Penang..... Port Swettenham..	{November 4	<i>Radja</i>	Dingwall Cotts
Marianas Islands— Guam.....	October 22	<i>Pelican State</i>	Anglo-Canadian

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mexico—			
Manzanillo.....	{ October 27	<i>Coastal Nomad</i>	Gardner Johnson
Acapulco.....	{ November 17	<i>Gunner's Knot</i>	Gardner Johnson
	{ November 20	<i>Anchor Hitch</i>	Gardner Johnson
Netherlands—			
Rotterdam.....	{ November 8	<i>Wyoming</i>	Empire Shipping
Amsterdam.....			
New Caledonia—			
Noumea.....	November	<i>Thorscape</i>	Empire Shipping
New Hebrides—			
Port Vila.....	November	<i>Thorscape</i>	Empire Shipping
New Zealand—			
Auckland.....	October 23	<i>Waihemo</i>	Canadian Australasian
Wellington.....	{ November 8	<i>Sierra</i>	Dingwall Cotts
Auckland.....			
Wellington.....	October 22	<i>Sonoma</i>	Dingwall Cotts
Pakistan—			
Karachi.....	{ October 24	<i>Hoperidge</i> <i>Høegh Silverbeam</i>	Dingwall Cotts Dingwall Cotts
	{ November 24		
Panama City—			
Balboa.....	{ November 10	<i>Don Aurelio</i>	Empire Shipping
Panama City.....			
Persian Gulf—			
	{ October 24	<i>Hoperidge</i> <i>Høegh Silverbeam</i>	Dingwall Cotts Dingwall Cotts
	{ November 24		
Peru—			
Callao.....	{ November 6	<i>Santa Juana (r)</i> <i>Santa Leonor</i>	Gardner Johnson Gardner Johnson
Mollendo.....	{ November 11		
Callao.....	November 5	<i>Falkanger</i>	Empire Shipping
Philippines—			
Manila.....	{ October 24	<i>Hoperidge</i> <i>Oregon Mail (r)</i> <i>Radja</i> <i>Java Mail</i> <i>Zeeman</i> <i>Høegh Silverbeam</i>	Dingwall Cotts Canadian Blue Star Dingwall Cotts Canadian Blue Star Dingwall Cotts Dingwall Cotts
	{ November 3-4		
	{ November 4		
	{ November 11-12		
	{ November 14		
Manila.....	{ November 24	<i>Kookaburra</i>	Empire Shipping
Cebu.....			
Samoa—			
Apia.....	{ October 23	<i>Waihemo</i> <i>Thorscape</i>	Canadian Australasian Empire Shipping
	{ November		
Pago-Pago.....	{ October 22	<i>Sonoma</i> <i>Sierra</i>	Dingwall Cotts Dingwall Cotts
	{ November 8		
Singapore—			
	{ October 24	<i>Hoperidge</i> <i>Oregon Mail (r)</i> <i>Radja</i> <i>Zeeman</i> <i>Høegh Silverbeam</i>	Dingwall Cotts Canadian Blue Star Dingwall Cotts Dingwall Cotts Dingwall Cotts
	{ November 3-4		
	{ November 4		
	{ November 14		
	{ November 24		
Society Islands—			
Papeete.....	{ October 23	<i>Waihemo</i> <i>Thorscape</i>	Canadian Australasian Dingwall Cotts
	{ November		
Sweden—			
Gothenburg.....	October 26	<i>Golden Gate (r)</i> <i>Seattle (r)</i> <i>Bio Bio (r)</i>	Gardner Johnson Gardner Johnson Gardner Johnson
Malmö.....	November 7		
Norrköping.....	November 29		
Stockholm.....			

DEPARTURES FROM VANCOUVER—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Trieste—	October 15	<i>Stromboli</i>	Empire Shipping
United Kingdom—			
Manchester	{ Early November Early November Mid-November	<i>Pacific Shipper</i> (r) <i>Pacific Nomad</i> <i>Pacific Exporter</i>	Furness Withy Furness Withy Furness Withy
Unstated Ports	{ October 13-28 Oct. 19-Nov. 3 October 24 October 26 November 7 November 11-26 November 29	<i>Lake Sicamous</i> <i>Lake Babine</i> <i>Bradford City</i> <i>Golden Gate</i> (r) <i>Seattle</i> (r) <i>Lake Shaunigan</i> <i>Bio Bio</i> (r)	Anglo-Canadian Anglo-Canadian Dingwall Cotts Gardner Johnson Gardner Johnson Empire Shipping Gardner Johnson
Uruguay—			
Montevideo	November 5	<i>Falkanger</i>	Empire Shipping
Venezuela—			
Maracaibo	{ October 27	<i>Coastal Nomad</i>	Gardner Johnson
Puerto Cabello	{ November 17	<i>Gunner's Knot</i>	Gardner Johnson
La Guaira	{ November 20	<i>Anchor Hitch</i>	Gardner Johnson

Services to Newfoundland

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

Charlottetown to Corner Brook, etc.	Fortnightly	PEI Industrial Corporation
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.

Motor Car Production at New High Level

Gross value of production from motor car manufacturing plants in Canada reached an all-time high in 1948, standing at \$398,056,600 as compared with \$340,918,200 in 1947. The number of cars, trucks and buses made during the year was 263,760, the highest for any year except 1941 when 270,191 units were produced.

Passenger car output in 1948 totalled 166,819 units, including 135,316 units made for sale in Canada and 31,503 made for export. Production of trucks amounted to 96,147 units, of which 72,888 units were for the Canadian market and 23,259 for export. Output of buses totalled 794 units, including 694 for sale in this country and 100 for export.

Actual exports of Canadian-made motor vehicles during 1948 totalled 48,178 units valued at \$39,700,000, and imports amounted to 20,612 units worth \$27,300,000. Exports of automobile parts were valued at \$15,300,000 and imports at \$103,800,000.—(*Dominion Bureau of Statistics*)

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

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

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

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

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boite Postale 373.

Territory includes Angola and French Equatorial Africa.

Belgium

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

Territory includes Luxembourg.

Brazil

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

São Paulo—Acting Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. MAGUIRE, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

Shanghai—B. I. RANKIN, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

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.

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, 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.

Germany

Frankfurt am Main—B. J. BACHAND, Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.

Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vasilissis Sophias Avenue.

Territory includes Israel.

Foreign Trade Service Abroad--Continued

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—R. K. THOMSON, Acting 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.

The Hague—D. A. B. MARSHALL, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Sophialaan 1-A.

(Territory includes Belgium, Denmark and Luxembourg.)

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.

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—R. E. GRAVEL, 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—C. B. BIRKETT, 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—D. B. MUNDY, Acting Commercial Secretary, 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 Commercial Representatives in Canada

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

- Argentina**—Erasto M. Villa, Commercial Counsellor, Argentine Embassy, 193 Sparks Street, Ottawa. Telephone 6-2351.
- Australia**—Clifton J. Carne, Australian Government Trade Commissioner, 24 Sussex Street, Ottawa. Telephone—5-6717.
F. R. Gullick, Australian Government Trade Commissioner, 643 Hornby Street, Vancouver. Telephone—TAtlow 1177.
- Belgium**—Jean Querton, Consul-General, Room 709, Sun Life Building, Montreal. Telephone—PLateau 8375.
- Bolivia**—Paul Viau, Consul, 5612 Canterbury Avenue, Montreal. Telephone—ATlantic 3544.
- Brazil**—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 4th floor, 111 Sparks Street, Ottawa. Telephone—5-1485.
A. G. de Miranda Netto, Commercial Attaché, Department of Trade and Commerce of Brazil, Suite 111, Aldred Building, 505 Place d'Armes, Montreal. Telephone—HARbour 8627.
- British West Indies and British Guiana**—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.
- Chile**—First Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.
Mariano Bustos, Consul-General, 1410 Stanley Street, Montreal.
- China**—Commercial matters in Canada are handled by the Chinese Consulates General in Vancouver, B.C., and Toronto, Ont.; also by the Chinese Consulate in Winnipeg, Man.
- Colombia**—Jorge Castaño Castillo, Consul-General, 3757 Wilson Avenue, Montreal 28.
- Cuba**—Dr. Guy Pérez Cisneros, Commercial Attaché, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.
- Czechoslovakia**—Dr. Miroslav Mares, Commercial Attaché, Czechoslovak Legation, 171 Clemow Avenue, Ottawa. Telephone—2-1545.
- Denmark**—Theodor Schultz, Consul, Danish Consulate, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.
- Dominican Republic**—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.
- Ecuador**—Camilo J. Andrade, Consul-General, Room 917, 1410 Stanley Street, Montreal. Telephone—PLateau 8473.
- France**—Pierre Queuille, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HARbour 2271.
- Greece**—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.
- Haiti**—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.
- India**—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.
- Ireland**—Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.
- Israel**—Avraham Harman, Consul-General of Israel, Bank of Montreal Building, 1260 University Street, Montreal. Telephone—PLateau 2540.
- Italy**—Dr. P. F. Migone, Commercial Attaché, Italian Embassy, 133 Sparks Street, Ottawa. Telephone—3-3630.
- Lebanon**—Madim Deméchie, Consul-General, Consulate of Lebanon, 200 Metcalfe Street, Ottawa. Telephone—2-3155.
- Mexico**—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LANcaster 2502.

Foreign Commercial Representatives in Canada

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

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

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

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

Norway—Jacob Chr. Prebensen, Commercial Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.

Pakistan—S. C. Latif, Counsellor, Office of the High Commissioner for Pakistan, 499 Wilbrod Street, Ottawa. Telephone—5-7171.

Peru—Teodosio Cabada, Minister Counsellor for Economic Affairs, 111 Sparks Street, Ottawa. Telephone—2-0626.

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

Poland—T. Wiewiórowski, Commercial Attaché, Polish Legation, 89 Fifth Avenue, Ottawa—Telephone—5-7675.

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

Spain—Vicente Trelles, Consul, 451 Mount Pleasant Avenue, Montreal, 6. Telephone—Fitzroy 6531.

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

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

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

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

Turkey—Ismail Kavadar, Commercial Attaché, Turkish Embassy, 352 Frank Street, Ottawa. Telephone—6-3033.

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

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

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

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

M. R. Garner, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

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

F. I. Lamb, Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

E. M. M. Partridge, Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

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

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

A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ADelaide 2174.

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

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

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

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

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

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.

Foreign exchange quotations were suspended on Monday, September 19. Those available on October 3 are shown below.

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations Sept. 26	Nominal Quotations Oct. 3
Argentina	Peso	Off.	2977		3275
		Free	2085		1222
Australia	Pound		3 2240	2 4640	2 4640
Belgium and Belgium Congo	Franc		0228	0220	0220
Bolivia	Boliviano		0238	0262	0262
British West Indies (except Jamaica)	Dollar		8396	6416	6417
Brazil	Cruzeiro		0544	0598	0598
Burma	Rupee		3022		
Ceylon	Rupee		3022	2310	2310
Chile	Peso	Off.	0517	0569	0569
		Export	0323	0355	0355
Colombia	Peso		5128	5641	5641
Costa Rica	Colon		1800	1980	1980
Cuba	Peso		1 0000	1 1000	1 1000
Czechoslovakia	Koruna		0200		
Denmark	Krone		2084	1592	1592
Dominican Republic	Peso		1 0000	1 1000	1 1000
Ecuador	Sucro		0740	0815	0815
Egypt	Pound		4 1330	3 1587	3 1587
El Salvador	Colon		4000	4400	4400
Fiji	Pound		3 6306	2 7748	2 7748
Finland	Markka		0062	0047	0048
France, Monaco and French North Africa	Franc	Off.	0037		
		Free	0030	0031	0032
French Empire—African	Franc		0073		
French Pacific Possessions	Franc		0201		
Germany	Deutsche Mark		3000		
Guatemala	Quetzal		1 0000	1 1000	1 1000
Haiti	Gourde		2000	2200	2200
Honduras	Lempira		5000	5500	5500
Hong Kong	Dollar		2519	1925	1925
Iceland	Rupee		1541		
India	Rupee		3022	2310	2310
Iran	Rial		0312		
Iraq	Dinar		4 0300	3 0800	3 0800
Ireland	Pound		4 0300	3 0800	3 0800
Israel	Pound		3 0000		
Italy	Lira		0017		0018
Jamaica	Pound		4 0300	3 0800	3 0800
Japan	Yen		0028		
Lebanon	Piastre		4561		
Mexico	Peso		1157	1273	1273
Netherlands	Florin		3769	2895	2895
Netherlands Antilles	Florin		5308		
New Zealand	Pound		4 0150	3 0800	3 0800
Nicaragua	Cordoba		2000	2240	2200
Norway	Krone		2015	1540	1540
Pakistan	Rupee		3022	3325	3325
Panama	Balboa		1 0000	1 1000	1 1000
Paraguay	Guarani		3200		
Peru	Sol		1538	1696	1696
Philippines	Peso		4975	5500	5500
Portugal and Colonies	Escudo		0400	0382	0385
Singapore	Straits Dollar		4702	3593	3593
Spain and Colonies	Peseta		0916	1007	1008
Sweden	Krona		2783	2126	2126
Switzerland	Franc		2336	2558	2546
Thailand	Baht		1000		
Turkey	Lira		3571		
Union of South Africa	Pound		4 0300	3 0800	3 0800
United Kingdom	Pound		4 0300	3 0800	3 0800
United States	Dollar		1 0000	1 1000	1 1000
Uruguay	Peso	Controlled	6583	7241	7241
		Uncontrolled	5618	6180	6180
Venezuela	Bolivar		2985	3289	3289
Yugoslavia	Dinar		0200		