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COVER SUBJECT—Hogsheads of tobacco, required for the manufacture of cigarettes. The tobacco industry contributes materially to the agricultural economy of Canada, having consumed 77,190,992 standard pounds last year, of which 1,698,579 pounds were imported. Consumption, for cigarette manufacture, was 45,316,022 pounds, and 4,437,603 pounds for cigar manufacture, while 27,437,367 pounds were used for the manufacture of smoking, chewing and fine cut tobaccos, and snuff. Tobacco exports were valued last year at \$8,392,000, compared with \$14,157,000 in 1947. The largest item was bright flue-cured tobacco, shipments being valued at \$7,646,000, of which exports to Great Britain were valued at \$5,976,000.

National Film Board Photo.

Price 10 cents

Canadians Are Largest Users of Textile Commodities in World

Industry one of largest employers of labour, over 95,000 being engaged in primary fields—Total production 402,000,000 yards last year, to which must be added imports of 220,000,000 yards—Large investments made in last three years.

CANADIANS are the largest users of textile commodities in the world, and the textile industry in this country is one of the largest employers of labour, over 95,000 workers being engaged in its primary fields in some two hundred towns and villages. Canadian production last year amounted to 260,000,000 yards of cotton goods, 115,000,000 yards of rayon goods and 27,000,000 yards of woollen fabrics. To this total of 402,000,000 yards should be added imports of over 220,000,000 yards, which would indicate that the requirements of 13,000,000 Canadians are more than adequately filled. These observations were made by George R. Poley, chief of the textile and leather section, Department of Trade and Commerce, in the course of an address on Canada's textile industry to members of the Kiwanis Club and textile executives, delivered last Wednesday in Sherbrooke, Que.

The Canadian textile industry has fully justified its place as a leader among the essential industries of this country, Mr. Poley declared. During the war, it proved amazingly versatile, with an ability to adjust itself to changing conditions, and to meet the excessive demands upon its many branches from the armed forces and civilian population.

"A few years ago, our wheat production formed the largest contributor to our economic life, and nearly everything hinged on a successful crop. Wheat still plays a very important part in our national life," he continued, "but its importance has given place to that of industry, the dollar value of our textile production alone exceeding that of our wheat crop. Great emphasis is laid on the essentiality of our newsprint production, but textile production is twice as large. Gold mining occupies a prominent place as another essential industry, but textiles dwarf this output by seven times. In short, the dollar value of our annual textile and clothing production is well over \$1,000,000,000." Converting this billion dollars into fabric terms, it was revealed that Canadian production last year totalled 402,000,000 yards, and that imports amounted to 220,000,000, which would indicate that Canadians were the largest users of textile commodities in the world.

Rayon and Synthetics Important

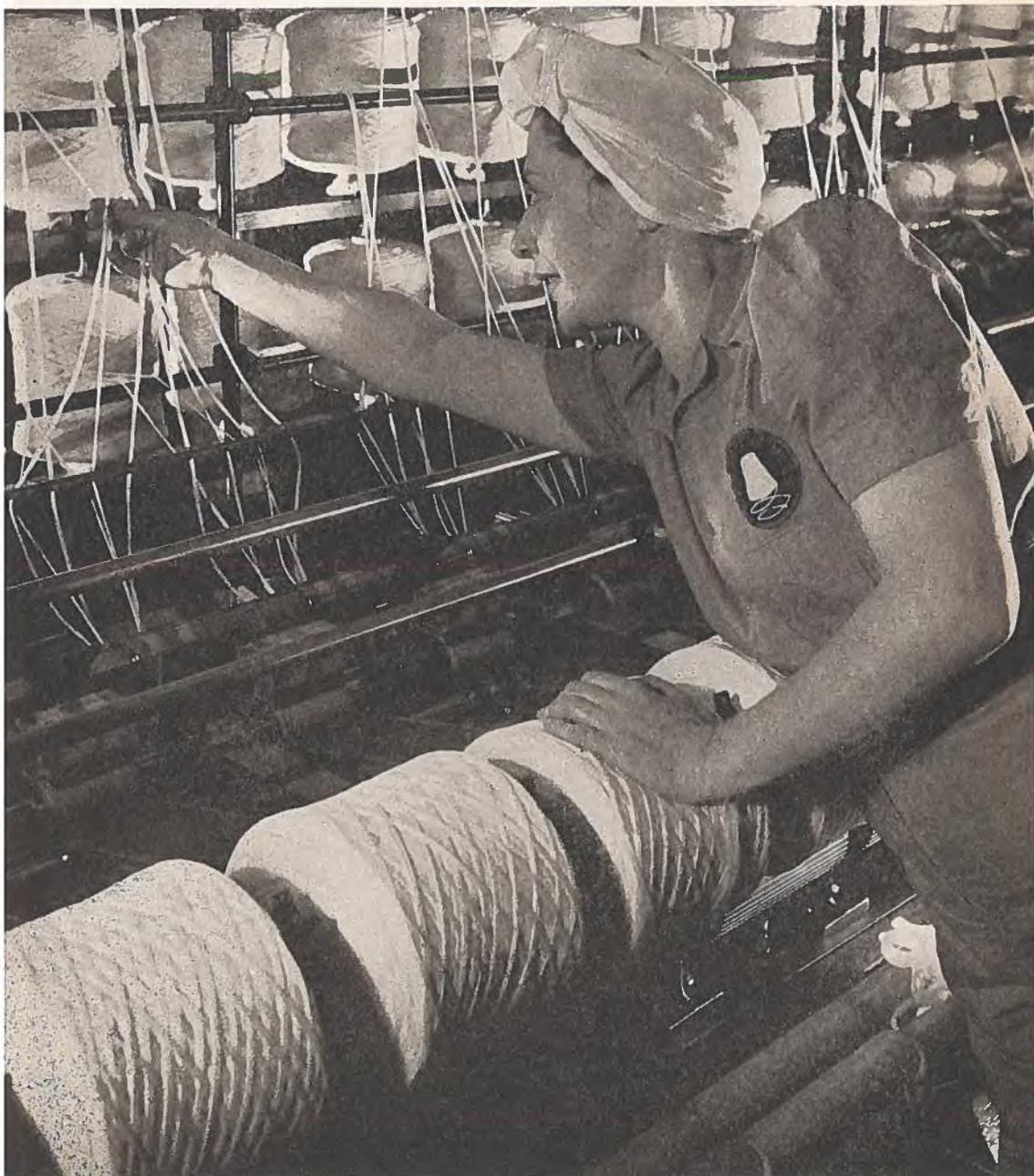
"The growth of the textile industry has not been easy, but it was stimulated by two world wars and by the fact that a new branch was established between these two wars," Mr. Poley pointed out. "I refer, of course, to the rayon and synthetic developments, which started about 1921. This branch has made such progress that its capital investment exceeds \$85,000,000, while the annual production is approximately 115,000,000 yards and the yearly payroll is around \$24,000,000. Much of the necessary raw material is obtained in Canada, which is not the case with either cotton or wool.

"Few stop to think to what extent textiles are required outside of household and personal needs. There are few industries that do not use

textile products in some form or other. The manufacture of paper requires large quantities of high-quality wool felt. Motor tires absorb one-third of our rayon yarn production, while tarpaulins, canvases and ducks for trucks, ships' hatches, tents and a thousand-and-one other uses are among the other textile products. Miles of carpet are needed for hotels, department stores, railway coaches and theatres, to which should be added upholstery and drapery fabrics of all types, and even glass fabric for theatre decoration."

Operator in one of Canada's textile mills, adjusting a reducing machine, one of the nine different types through which wool passes to make yarn that goes to the knitters. Canadian textile production last year amounted to 402,000,000 yards, of which 260,000,000 yards were cotton goods, 115,000,000 yards were rayon goods and 27,000,000 yards were woollen fabrics.

National Film Board Photo.



Over \$90,000,000 has been invested in the textile industry since 1946, or as much as was necessary to develop the rayon industry in nearly thirty years. Factories have been modernized and general working conditions much improved, while current wage rates compare favourably with those obtaining in other industries. Mechanization and more economical production methods have increased the output to such an extent that the Canadian consumer is provided with a range of products comparable to and competitive with those available in any country where decent wage levels and living standards are maintained.

Full-fashioned hosiery, much of which is made in Sherbrooke from nylon yarn produced in Kingston, Ont., is second to none in style and quality, and needs no introduction to world markets, where it has achieved an enviable reputation. Canadian woollens and worsteds also are well established in the field of quality production, where texture and design are demanded by discriminating buyers. There is also a large secondary industry, engaged in making all types of clothing, over 800 dressmaking manufacturers being established in the Montreal district alone.

The primary industries are divided into four broad categories; wool, cotton, synthetics and knitting. In 1910, there were 72,672 workers employed in the textile and clothing industries, and the gross value of production was \$136,000,000. In 1947, the number of workers had increased to 176,065, and production had risen to \$1,062,000,000. While exports have never been large, when compared with the total production, they have been sufficiently important to establish a quality reputation wherever the commodities are sold. This applies particularly to full-fashioned hosiery, which found its way into thirty-four countries last year.

Textile Industry Essential to National Economy

"One cannot do justice to such an industry within the compass of a brief address," Mr. Poley concluded, "but I think you are now aware of the vital part which textiles play in our economic life. There was a time, unhappily too near to be forgotten, when all too many of the workers engaged in manufacturing textiles did so with a very limited pay envelope return. There were several contributing factors, but these have been rectified during the last few years. A decent wage level, together with improved working conditions, comparable to those in any other similar industry, now makes it possible for labour to enjoy life more fully. Furthermore, the fact that the spending power of 95,000 people has been so greatly increased adds much to the prosperity of the whole country.

"I am often asked when are \$2 shirts coming back. When can I buy a \$25 suit again, and how soon may I expect to obtain sheets at \$3.50 a pair. The answer to these questions is obvious. These and other related prices will return with 25-cent butter, 50-cent wheat and an average pay envelope of \$20 to \$25 weekly. How soon do we want to see a return of these conditions? The thing for us to remember is that textile prices are not too high, in relation to other commodities, but that they were too low during the depressed periods prior to the last war."

Reference was made to the establishment in Sherbrooke, in 1845, of the first cotton mill in Canada. It had a capacity of 1,200 spindles, compared with 1,100,000 in operation today. The occasion was commemorated by a plaque, which bears the following inscription: "This plaque was erected to commemorate the founding of Canada's first cotton company, the Sherbrooke Cotton Factory, on March 29, 1845. It failed and others failed after it, but on these failures and losses was built the foundation of Canada's cotton industry of today, a mainstay of our national economy."

Marketing Conditions for Fish in United States More Favourable

Some importers awaiting further developments, following currency devaluation—Quality of fish from Canada considered satisfactory—Tonnage production of animal protein factor, recently announced, should enable farmers to obtain more meat and eggs with cheaper feed.

**By M. B. Burse, Canadian Government Trade Commissioner
(Fisheries Specialist)**

NEW YORK, September 21, 1949.—Fish marketing conditions in the United States show signs of improvement, though importers are awaiting further developments following the announcements in London, Ottawa and other capitals of currency revaluation. Frozen salt-water fish and fillets are now entering upon their best period, due in part to the fact that all distressed merchandise has been disposed of. Prices of fillets are now firm, and the tendency is toward increases in the near future. There is not much improvement in the market for fresh-water fish, however. The demand is light and the market dull.

In the case of pickled fish such as herring and mackerel, the market position is good. With regard to the former it is reported that the demand from the wholesale and retail trade is even better than during 1947. In the opinion of one of the largest importers, the pickled herring market is now in the best position for some years. The consensus of opinion is that new season's production should fetch good prices, with a strong demand.

Some stocks of last year's production of mackerel are presently arriving and, although producers are not receiving the full prices being asked, nevertheless those paid are considered satisfactory. The market outlook for new pack is good, but prices will not be quite as high as those received late last year.

Domestic Market for Cured Codfish Fair

The market for cured codfish for domestic consumption is fair, but it is a little too early to take this as an indication of prospects for the future. Shipments of Nova Scotian split semi-dry, white nape, packed in 100-pound boxes, have arrived, also quantities of Newfoundland hard-dried heavy-salted. Small consignments of boneless strips and packaged boneless have also been received. It is expected that the domestic demand for this commodity will increase as the weather becomes cooler. Re-export trade in salt codfish has continued slow, due chiefly to currency difficulties.

The canned fish market is firm, and demand is strengthening.

There have been no complaints from the local trade regarding the quality of Canadian fish, and some importers have indicated that they are quite pleased with the quality of the fish being received.

The United States Congress last week passed the Reciprocal Trade Agreements legislation, which has now gone to the President for his signature. Since this Act was passed without any amendments or alterations, the United States tariff on fish imports remains unchanged.

The Maine Sardine Packers' Association reported that the pack of sardines in that state to August 20 totalled 1,134,373 cases as against a pack to August 21, 1948, of 2,121,944 cases. The pack for the week ended

August 20, 1949, was 57,900 cases. Practically all important sardine canners in that state have now established a price of \$8.50 per case, f.o.b. Maine. This is an increase of 25 cents a case over recent asking levels. Since at least two-thirds of the pack is completed by the end of August each year, the present total pack will probably be the smallest in years.

During the first three days of the season at Monterey, California, 10,900 tons of sardines were landed, which is 1,000 tons more than the entire sardine catch landed at Monterey during the 1947-48 season.

The Alaska salmon pack to September 3 totalled 3,631,779 cases as against a pack to September 4, 1948, of 3,737,675 cases. An increase in the pack of "Pinks" to 2,084,709 cases, as against 1,220,775 cases last year, offset to a large extent the loss in the pack of "Reds", which amounted to 962,549 cases as compared with the pack to September 4, 1948, of 1,633,633 cases.

Market for Fish Oil Stronger

The fish-oil market continued to strengthen, and price advances of $\frac{1}{2}$ cent for refined, due to the tight supplies of crude, were noted. At present, crude Manhaden is bid at $7\frac{1}{2}$ cents, but observers state that it would be difficult to trade even at that level.

Tonnage production of animal protein factor (APF), as a primary fermentation product, was announced recently by United States Industrial Chemicals Inc., providing a new source of the feed supplement, which is recognized as a dietary necessity for insuring rapid growth of farm animals and poultry.

Company officials said the development, accomplished by bacterial fermentation, promises feed efficiency that will represent a significant advance in animal nutrition. In the past, this vital factor has been produced in limited quantities as a by-product from antibiotic operations produced by mould instead of direct fermentation, as announced by United States Industrial Chemicals Inc.

New Feed Product Superior to Fish Meal

The fermentation APF, as the feed component is known, has a vitamin B12 content approximately forty times that of a good fish meal, the outstanding natural source of APF, which has been used widely heretofore in feed mixtures.

Growth studies of animals and chickens, according to Dr. H. T. Prebluda, bio-chemist of United States Industrial, have shown greater response from rations containing fermentation APF products than from those natural APF products having the same number of units of vitamin B12. This seems to indicate, he said, that the fermentation APF product also contains other growth factors not found in fish meal and other natural APF sources. Further, only small amounts of APF are required to achieve greater growth. Field tests have shown that animals and chickens fed APF require less food than when fed a conventional diet. Dr. Prebluda said that farmers now can reasonably expect more meat and eggs with cheaper feed. He pointed out that, with an APF product obtainable now on a tonnage basis for supplementing feeds, it is likely that plant protein materials such as soyabean meal, supplemented with vitamins and amino acids, will attain a much higher competitive position than they do at present in world markets.

United States Industrial's APF supplement, which is being made available to feed manufacturers in highly concentrated form, is a light-brown, free-flowing, non-hygroscopic palatable powder, easily incorporated into feeds and guaranteed to contain a known potency of vitamin B12 per pound

of material. It is claimed that it therefore offers a greater uniformity of results. In contrast, fish and animal products based in present feeds have extreme variations in APF content. There is no reliable way of predicting the vitamin content of a known formula feed.

It was pointed out that, now that a primary fermentation product high in vitamin B12 and other new growth factors is readily available in quantity, increased interest in vegetable protein feeds, such as soybean meal, fortified with APF, is almost a certainty, since it will reduce the need for expensive fish and animal products, particularly now that feed manufacturers are becoming concerned about the declining fish catch.

Imports of Fish from Canada Reduced

Total United States import statistics for September are not available. The following notes are based on figures for some of the principal fish products, mostly for the New York area:

Imports of fresh and frozen fish into the New York area from Canada to date for the current month totalled slightly over 1,000,000 pounds as against 1,500,000 pounds for the same period during August. The August figures include over 900,000 pounds of ground-fish fillets from the province of Newfoundland. Included in the quantity imported during the current month are 90,000 pounds of whitefish from Central Canada.

No frozen fish of any kind was imported from Iceland during the month, whereas 29,000 cases of frozen fillets were received from that country in August.

Large quantities of canned crab meat and tuna were imported from Japan during the current month and large quantities of canned bonito and tuna from Peru.

Canada—Cod being placed on racks for curing in Newfoundland. The market in the United States for Canadian cured codfish is fair.

National Film Board Photo.



A total of 7,589 cartons of frozen fish fillets was received from Norway as against none in August.

There were 5,700 bundles of frozen swordfish and 7,000 pieces (about 60 tons) of frozen tuna imported from Peru during the month as against no imports in August. Japan supplied 577 pieces of frozen swordfish, but none in August.

United States Stocks of Frozen Fish and Shellfish

| | Sept. 1, 1949 | Sept. 1, 1948 |
|--|--------------------|--------------------|
| | Pounds | Pounds |
| Salt-water fish— | | |
| Bait and animal food | 2,895,573 | 1,845,708 |
| Bluefish | 270,354 | 258,031 |
| Butterfish | 223,921 | 287,826 |
| Cod, haddock, hake and pollock (excluding fillets) | 907,014 | 1,356,957 |
| Croakers | 711,372 | 687,299 |
| Eels | 112,372 | 248,206 |
| Fillets— | | |
| Cod | 7,901,206 | 6,304,139 |
| Flounder (including sole) | 2,670,441 | 4,004,042 |
| Haddock | 7,841,962 | 7,006,590 |
| Lingcod | 159,343 | 190,369 |
| Mackerel | 243,258 | 1,290,015 |
| Pollock | 1,493,535 | 1,243,917 |
| Rosefish | 13,921,699 | 11,196,501 |
| Whiting (including split butterfly) | 3,133,506 | 3,395,307 |
| Other fillets | 1,906,666 | 907,435 |
| Flounders (including sole, fluke and California halibut) | 701,714 | 933,798 |
| Halibut | 22,493,727 | 24,711,935 |
| Herring, sea | 710,591 | 462,769 |
| Mackerel (excluding fillets, Spanish and king) | 1,105,728 | 4,385,781 |
| Mullet | 189,529 | 198,077 |
| Sablefish (black cod) | 4,767,495 | 3,292,914 |
| Salmon— | | |
| King or chinook | 4,261,137 | 3,891,336 |
| Silver or coho | 4,808,315 | 3,587,683 |
| Fall or chum | 974,670 | 1,282,560 |
| Pink | 1,391,805 | 277,890 |
| Steelhead trout | 86,091 | 62,427 |
| Unclassified | 1,712,984 | 1,522,381 |
| Scup (porgies) | 639,557 | 1,038,591 |
| Sea trout (weakfish, gray and spotted) | 246,732 | 266,317 |
| Shad (including roe shad) | 241,170 | 316,944 |
| Shad roe | 72,247 | 66,962 |
| Smelt | 1,552,076 | 1,596,724 |
| Swordfish | 1,093,140 | 1,270,854 |
| Tuna— | | |
| Whiting (silver hake): | | |
| Round | 1,219,860 | 4,663,884 |
| Headed and gutted (ex fillets) | 16,388,439 | 10,341,762 |
| Unclassified salt-water fish | 10,547,884 | 9,533,780 |
| Total salt-water fish | 120,578,166 | 116,356,123 |
| Fresh-water fish— | | |
| Bait and animal food | 1,539,964 | 708,160 |
| Blue pike and sauger (excluding fillets) | 453,656 | 266,387 |
| Catfish and bullheads | 561,243 | 206,964 |
| Chubs | 665,560 | 585,601 |
| Fillets: | | |
| Blue pike and sauger | 77,497 | 61,787 |
| Lake herring | 43,515 | 56,531 |
| Yellow perch | 294,527 | 108,297 |
| Yellow pike | 50,198 | 26,566 |
| Other fillets | 186,697 | 83,200 |
| Lake herring and cisco (excluding fillets) | 330,208 | 472,725 |
| Lake trout | 510,917 | 299,931 |
| Pickrel (jacks or yellow jack) | 109,354 | 62,607 |
| Sturgeon and spoonbill cat | 391,251 | 214,114 |
| Suckers | 25,769 | 27,469 |
| Tullibee | 174,828 | 332,599 |
| Yellow perch (excluding fillets) | 325,331 | 248,054 |
| Yellow pike | 208,896 | 139,421 |
| Whitefish | 1,327,724 | 1,147,754 |
| Unclassified fresh-water fish | 872,256 | 1,273,886 |
| Total fresh-water fish | 8,149,391 | 6,322,053 |

United States Stocks of Frozen Fish and Shellfish—Continued

| | Sept. 1, 1949 | Sept. 1, 1948 |
|---------------------------------------|--------------------|--------------------|
| | Pounds | Pounds |
| Shellfish— | | |
| Clams | 195,376 | 353,123 |
| Crabs (including crab meat) | 713,609 | 591,204 |
| Lobster tails (spiny lobster) | 773,043 | 716,497 |
| Oysters | 289,366 | 222,365 |
| Scallops | 2,123,976 | 2,238,662 |
| Shrimp (including shrimp meat) | 5,236,399 | 6,589,405 |
| Squid | 3,701,231 | 1,682,679 |
| Unclassified shellfish | 669,583 | 855,752 |
| Total shellfish | 14,702,583 | 13,249,687 |
| Total fish and shellfish | 143,430,140 | 135,927,863 |

United States Stocks of Cured Fish

| | | |
|--------------------------------|-------------------|-------------------|
| Salted fish— | | |
| Herring, cured | 16,746,857 | 11,603,872 |
| Salmon, mild cured | 5,879,149 | 5,990,244 |
| Unclassified salted fish | 4,116,650 | 3,621,817 |
| Total | 26,742,656 | 21,215,933 |

Canadian Bacon and Eggs Awarded Prizes in London

London, October 26, 1949.—(F.T.S.)—Canadian bacon exhibits at the London Dairy Show, held this week, were awarded first and second prizes, while Canadian egg exhibits were awarded first and second prizes and a reserve. First prize for bacon was awarded to Burns and Company, Limited, Edmonton; and second prize to Burns and Company (Eastern) Limited, Kitchener. First prize for eggs was awarded to the Eastern Farm Products Company, Limited, Montreal; second prize to the Western Canada Produce Association, Moose Jaw, Sask.; and a reserve to the Western Ontario Produce Association, Listowel.

Canadian exhibits of cheese received no awards this year, the first prize having been awarded to an exhibit from Australia, while second and third prizes were awarded to entries from New Zealand. Last year, Canada was awarded the Bledisloe Perpetual Challenge Trophy and the Hansen Challenge Trophy for the best exhibits of Cheddar cheese in the competitive classes.

New Malayan-Japanese Trade Agreement Considered

Singapore, August 4, 1949.—(F.T.S.)—Malaya is at present participating in formal talks in Japan between representatives of the United Kingdom Government and SCAP, looking to a new trade agreement for the exchange of sterling-area products for Japanese materials and manufactures. The original agreement, which expired recently, was essentially of the barter type, intended to permit sterling area sales to Japan up to the same value as purchases from that country, any excess of the latter to be paid for in United States dollars. The total value of the trade reached a high figure, but the net result, as far as dollar resources were concerned, was a substantial loss in this currency, and it is now believed that any new agreement will prevent a recurrence of such losses by insistence on larger Japanese purchases of rubber and other colonial raw materials as a guarantee that the trade may be equitably balanced.

As far as Malayan-Japanese trade is concerned, import licences for the purchases of most Japanese goods have not been available for some time owing to the uneven balance between import and export values. It is expected, however, that the business will be resumed in the early future, with various limitations on the value and variety of imports.

Dollar-Sterling Trade Board is Formed by Canadian Business

James S. Duncan, chairman of body, similar to British Dollar Exports Board, the purpose of which is to expand trade between sterling area countries and Canada—Working committees will furnish British exporters with technical information and advice on merchandising in this market.

FORMATION of the Dollar-Sterling Trade Board, the purpose of which is to stimulate and expand trade between the sterling area and Canada, was announced last week by its chairman, James S. Duncan, president of the Massey-Harris Company, Limited, Toronto. Other members of the board, which will represent industry, labour, agriculture, the distributive trades, transportation and consumer interests, include: H. R. MacMillan, president, H. R. MacMillan Export Company, Limited, Vancouver; Wilfrid Gagnon, president, Aird and Son, Montreal; J. B. Ward, assistant grand chief engineer and Dominion legislative representative of the Brotherhood of Locomotive Engineers, Ottawa; H. H. Hannam, president, Canadian Federation of Agriculture, Ottawa; W. A. Mackintosh, vice-principal and dean of the Faculty of Arts, Queens University, Kingston, Ont.; N. R. Crump, vice-president, Canadian Pacific Railway, Montreal; A. T. O'Leary, president, A. T. O'Leary and Company, Limited, Halifax; Walter Gordon, of Clarkson, Gordon and Company, Toronto; C. A. Massey, president, Lever Brothers, Limited, Toronto; Miss Byrne Hope Sanders, editor of *Chatelaine* and wartime director of the consumer branch of the Wartime Prices and Trade Board, Toronto; Raymond Dupuis, president, Dupuis Freres, Limited, Montreal; and John David Eaton, president, T. Eaton Company, Limited, Toronto.

The Dollar-Sterling Trade Board corresponds to the Dollar Exports Board, formed recently in the United Kingdom under the chairmanship of Sir Graham Cunningham, and will act in an advisory capacity. It is not a government agency, but will have the fullest support of the Government of Canada. In commenting on its objectives, the Right Hon. C. D. Howe, Minister of Trade and Commerce, paid tribute to the members for voluntarily contributing their wide experience to an undertaking of such importance to the economic prosperity and stability of Canada. "There is no escaping the fact," he said, "that if we are to retain our markets for agricultural and other products, we must somehow provide our customers with the dollars to pay for them. Further loans are not a solution; the only sound method is to expand our purchases of sterling area goods. If Mr. Duncan and his associates on the board can achieve such expansion, they will have performed a valuable service to the country."

British and Canadian Teams Will Co-operate

Mr. Howe pointed out that the United Kingdom group and the Canadian group were largely formed of persons with similar types of interests. This contact between people who shared common problems would be of great advantage in ironing out merchandising and other problems between British exporters and those who distribute and consume their goods in Canada. "There will now be two teams working in close contact with industry and merchandising on both sides of the Atlantic. This direct association should greatly facilitate the adaptation of British exports to Canadian consumer demand," he said.

"The primary objective of this new organization is to ensure the permanency of our export markets by the time-honoured process of buying from those who buy from us," Mr. Duncan explained in making his announcement. "The Dollar-Sterling Trade Board will function as the opposite number of the Dollar Exports Board, in the United Kingdom. This latter organization was formed by a group of men prominent in the industrial life of Great Britain, who have lent their services for the purpose of stimulating export trade to Canada and the United States, thereby helping to close the dollar gap, which has been so widely discussed during recent months, and particularly at the Washington Conference.

"The United Kingdom group felt that, if it was to operate effectively, it was desirable to have an advisory or consultative body of the same nature in Canada with which its members could consult about matters concerning the sale of British products to this country. We do not intend to be consultants only," Mr. Duncan declared. "Our intention is to pursue actively every avenue of mutual trade that will place dollars in the hands of sterling area countries, enabling them in turn to buy the products of our farms, our mines, our timber limits and our factories. If these dollars cannot be made available to our customers, I have grave fears for the future of our own export trade, upon which the economic health of this country and everyone of its citizens so greatly depends.

Working Committees to be Established

It was proposed to set up working committees of experts in all fields of British exports, personnel of these committees to be selected from within their own trades and industries by members of the Dollar-Sterling Trade Board. They will furnish the Dollar Exports Board with technical information, which will be passed on to the British exporter. Advice concerning advertising, market research, packaging, styling, price levels and delivery requirements will also be available.

Mr. Duncan emphasized the fact that operations of the Dollar-Sterling Trade Board should not be considered as a threat to Canadian industry. The fact that Canada was suffering from a shortage of United States dollars rendered vitally important a decrease in purchases from the United States and an increase in purchases from the sterling area or other soft-currency countries. It was hoped to provide Canada with goods from the sterling area at competitive prices to replace similar products from the United States, the entry of which was at present restricted under provisions of the Emergency Exchange Conservation Act.

During the first half of 1949, the United States supplied 72 per cent of Canadian imports, while only 18 per cent came from the sterling area which, in the same period, took 35 per cent of Canadian exports. "We must cut down our imports from the United States," Mr. Duncan declared, "and expand those from the sterling area, if we expect to maintain our exports to our traditional sterling area markets on a satisfactory level."

Pitch Lake in Trinidad Now Wholly British Owned

Port-of-Spain, September 28, 1949.—(FTS)—The world famous Pitch Lake in Trinidad and the nearby asphalt processing plant is now wholly British-owned through the formation of a new company. During 1948, exports of asphalt cement amounted to 51,122 long tons, as compared with 25,407 tons in 1947. The principal outlets were in Australia, Brazil, Colombia, Denmark, Hong Kong, Japan and South Africa. Consideration is being given to the production of mastic asphalt for use in the construction of waterproof flooring and roofing.

British Motor Show Emphasized Importance of Export Effort

Latest models exhibited by 59 manufacturers from the United Kingdom, United States, Canada, France and Italy—Canadian imports of British cars greatly increased—More genuine "buying interest" shown.

By B. M. Fillmore, Office of the Commercial Counsellor for Canada

LONDON, October 8, 1949.—Automobiles, with which Great Britain expects to earn a large proportion of her dollar requirements, captured the attention of many visitors to the Motor Show, held in London from September 28 to October 8, and sponsored by the Society of Motor Manufacturers and Traders. The latest models were exhibited by 59 manufacturers, comprising 32 in the United Kingdom, 16 in North America, eight in France and three in Italy. The attendance was 356,000, and it was estimated that this figure included 1,300 buyers from overseas. While attendance was lower than last year, it was claimed that more genuine "buying" interest was shown.

The pre-arranged timing for the inauguration of this show was fortunate, as it took place shortly after the Chancellor of the Exchequer announced that the pound sterling would be devalued. Although a good export performance was achieved during the early part of the year, devaluation stimulated sales, some foreign importers being able to reduce their prices, and good results were reported with the available supplies of cars.

It is not yet possible to determine the overall effects of devaluation, but it is unlikely that Great Britain will be able to derive the fullest advantage from her decision. Higher prices are being charged for raw materials, such as aluminum, copper, lead, and cotton fabrics for tires. It remains to be seen how far the industry can absorb these increases. Furthermore, due to the shortage of steel, the industry is working at only 75 per cent of capacity. The domestic situation is depressing, as there is

British Automobile Exports

| | 1938 | 1947 | 1948 | (Jan.-Aug.) 1949 |
|-----------------------------|--------|--------|--------|---------------------|
| CANADA | 572 | 1,946 | 14,478 | 18,951 |
| United States | 45 | 1,124 | 24,475 | 3,394 |
| British West Africa | 178 | 2,063 | 2,434 | 1,957 |
| Union of South Africa | 3,487 | 9,504 | 16,216 | 14,825 |
| Southern Rhodesia | 401 | 1,017 | 2,024 | 2,079 |
| British East Africa | 470 | 1,485 | 3,999 | 2,453 |
| Mauritius | 217 | 483 | 485 | 309 |
| India, Pakistan, etc. | 2,940 | 10,968 | 13,996 | 5,467 |
| British Malaya | 2,564 | 4,464 | 5,636 | 2,780 |
| Ceylon | 1,045 | 2,952 | 3,134 | 1,826 |
| Hong Kong | 259 | 1,517 | 1,229 | 1,175 |
| Australia | 3,070 | 4,423 | 24,455 | 21,854 |
| New Zealand | 13,314 | 13,760 | 8,135 | 5,086 |
| British West Indies | 529 | 2,326 | 3,412 | 2,423 |
| Sweden | 1,585 | 5,696 | 3,309 | 1,850 |
| Belgium | 465 | 11,663 | 14,753 | 6,742 |
| France | 35 | 589 | 385 | 227 |
| Switzerland | 188 | 5,949 | 4,866 | 3,393 |
| Portugal | 641 | 4,415 | 7,028 | 3,224 |
| Venezuela ..... | .... | 513 | 779 | 629 |
| Chile | 33 | 570 | 67 | .... |
| Brazil | 14 | 2,420 | 7,101 | 5,485 |
| Uruguay | 175 | 1,823 | 947 | 543 |
| Argentine Republic | 419 | 3,494 | 1,033 | 261 |

a five-year backlog, and the market obtains only one car for every three available before the war. Emphasis is on exports, and the average rate of delivery is between three and four years.

Twenty per cent of the British production of motor vehicles in 1938 was exported, and Canada imported less than two per cent. On the same basis, it is estimated that exports in 1949 will amount to 57 per cent of the total production, and that Canada will receive six per cent of this figure. When the export drive was gathering momentum in 1947, Canadian imports of British cars had already increased to four times the prewar figure. Statistics indicate that Canadian imports during the first eight months of 1949 are about 36 times the prewar total. Great Britain is retaining its lead as the world's foremost exporter of cars, and the industry is one of the country's largest dollar earners.

The transition in the design of British cars, which more resemble North American models, is almost complete. The Rolls Royce is alone in retaining its original radiator design, but the fine custom-built coach work displays indicated that a graceful and modern line can be combined with traditional requirements.

Sports car exhibitors at the Motor Show intimated that a market for cars of this character was being developed in Canada, inquiries having been received from racing and club circles. One model, the Allard, can be shipped without an engine, and equipped with a Ford V-8 or Cadillac motor on arrival in Canada, thereby eliminating some servicing difficulties.

Good use was made of the cut-away, transparent and working models at the show. The familiar "Ghost Minx" and the new saloon version of the Austin Atlantic A.90 were good examples of this showmanship. These exhibits are expensive to produce, and only the larger manufacturers can afford the outlay.

More attention is being given by designers to travelling comfort, consistent with the longer distances to be covered in North America. This was evident in the new designs for independent front wheel suspension and transmission. The more critical observer might feel there is still room for improvement in rear wheel springing, if British cars are to meet the requirements of second-class roads.

Canadian and United States Groups Provide Prestige Exhibit

Although they are precluded from the British market by exchange difficulties, the Canadian and United States groups provided a fine prestige exhibit, which occupied a prominent place in the hall. Dollar prices were not advertised, but inquirers were surprised at the comparatively low cost in relation to size and horsepower. Most of the cars on display were destined eventually for use by members of the diplomatic corps and executives in Great Britain of United States corporations.

French and Italian models have also acquired the apron front while retaining their distinctive continental lines and finish. Much interest was displayed in the "baby" cars, the French Renault and the Italian Fiat arousing special attention. They are finding a ready market, especially in countries where gasoline is scarce and the parking problem is acute.

There was an extensive range of accessories and equipment at the Motor Show, including caravans, small boats and marine gear. The increasing use of aluminum and light alloy materials indicates that a new phase in small marine construction is developing. The absence of many new models focussed more attention than usual on this section of the show, in which there were 293 exhibitors.

Netherlands Most Important Exporter of Beer in Europe

Foreign sales in 1948, valued at 20 million florins, accounted for 15 per cent of production—United Kingdom, Denmark and France next in importance among exporters—Industry employs 3,300 workers and consumes 25,000 tons of barley annually.

By N. Riemeijer, Office of the Commercial Counsellor

(One hectolitre equals 22 gallons; one florin equals approximately 29 cents Canadian)

THE HAGUE, October 12, 1949.—In 1948, the Netherlands was the largest European exporter of beer—228,000 hectolitres, or 15 per cent of production, valued at fl.20 million—followed by the United Kingdom (210,000 hectolitres), Denmark (135,000 hectolitres) and France (65,000 hectolitres). During the first six months of the current year, 24 per cent of the country's beer output was disposed of in foreign markets. Thus the outlook for the export of beer is regarded as satisfactory as long as the present high quality is maintained and prices remain competitive.

The Netherlands brewing industry comprises seventy undertakings, employing a total of 3,300 workers and consuming some 25,000 tons of home-grown barley annually. In 1948, domestic beer sales amounted to fl.75,000,000.

All Dutch brewers are members of the Central Brewing Office. This organization looks after the interests of the industry and also acts as an intermediary in the purchase of barley and other raw materials. In addition, its tasks include improving the quality of export beer and conducting collective advertising campaigns.

Since the end of 1947 the Central Bureau of Statistics has not published details of the countries of destination, but in that year the principal markets were as follows:

Chief Export Markets for Netherlands Beer

| | Hectolitres |
|----------------------------|-------------|
| British West Africa | 55,040 |
| Indonesia | 23,060 |
| India and Pakistan | 21,220 |
| Curaçao | 12,150 |
| United States | 12,450 |
| Iraq | 9,620 |
| Surinam | 8,470 |
| Federation of Malaya | 6,710 |

The domestic consumption of beer is low and has shown a downward trend since 1946. In 1948, it amounted to only 3 gallons per head of population as against 33 gallons in Belgium, 21.7 gallons in Luxembourg, 14.3 gallons in Denmark, 13.5 gallons in the United Kingdom, 9 gallons in Sweden and 7 gallons in Switzerland. This decrease is attributed to the fact that, since the war, the public has purchased more gin, as the excise duties on beer were doubled during the war whereas those on gin are unchanged.

International Trade Fairs Planned for Atlantic City, Chicago and Detroit

Invitations being extended to exhibitors and buyers from OEEC and other countries to attend during latter part of next year—Arranged by civic and business groups.

WASHINGTON, D.C., October 7, 1949.—Preliminary plans for three international trade fairs in the United States, to be held next year in Chicago, Detroit and Atlantic City, have been announced by the United States Department of Commerce. That in Chicago is scheduled for a period of two weeks, commencing August 7, 1950; that in Detroit, for a period of two weeks in October, or earlier; and that in Atlantic City, for a period of two weeks, commencing November 20.

Chicago Convention Bureau officials said they would make available some 500,000 square feet of space for foreign and domestic exhibits by utilizing facilities of the Chicago Navy Pier, the Coliseum and the International Amphitheatre. The fair would be administered by a non-profit corporation, comprising business and civic leaders.

Following a meeting today with representatives of the Department of Commerce and the Economic Co-operation Administration, the Chicago delegation expressed a hope that the Organization for European Economic Co-operation (OEEC) would recommend participation in the Chicago fair by exhibitors and buyers from countries receiving assistance through ECA. Exhibitors and buyers from the United States and other parts of the world would also be invited to participate.

Approximately 500,000 square feet of covered exhibition space will be made available at the Michigan State Fair Grounds, Detroit, together with an additional 200,000 square feet of outside space. Invitations to participate in the Detroit International Trade Fair have been extended to OEEC, United States exhibitors and to exhibitors from other countries.

The Atlantic City International Trade Fair Commission plans to provide 500,000 square feet of display space. Invitations have been extended, through OEEC officials, to countries receiving assistance through ECA, and to exhibitors in the United States and other countries.

Trade Fairs to Resemble Those Held in Europe

The international trade fairs being planned for next year in this country will follow the general pattern of those held for many years in Europe. They will make possible the exhibition of merchandise from all parts of the world, in addition to domestic commodities. Such exhibitions are encouraged by the Office of International Trade, United States Department of Commerce, which has been collaborating with civic and business groups. It does not determine, however, where or when these trade fairs should be held.

(Editor's Note—In discussing preliminary plans for international trade fairs in Atlantic City, Chicago and Detroit, "Foreign Commerce Weekly" makes the following comment: "The first international trade fair held on the North American continent was staged at Toronto, Canada, in 1948. It was repeated in 1949, and is scheduled again for next year during the period May 29 through June 9, 1950.")

Holland Installs First Cyclotron Built in Europe

The Hague, September 20, 1949.—(FTS)—A cyclotron weighing several tons, the first to be built in Europe, has been installed in Amsterdam. The costs have been shared jointly by the government, the Amsterdam municipality and Philips of Eindhoven.

Rural Electrification Scheme in Ireland Progressing Rapidly

Aggregate capital expenditure now exceeds £27,000,000—Removal of restrictions on sales of cookers and water heaters responsible for increased sales of appliances—Thirty new areas completed and 9,262 consumers connected in past year.

By George Shera, Office of the Commercial Secretary for Canada

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

DUBLIN, September 2, 1949.—Rural electrification in Ireland is progressing rapidly, capital expenditure on plant in course of construction last March amounting to £5,040,682. The investment in equipment placed in commission during the fiscal year was £2,770,951, compared with £977,064 in the preceding year, and the aggregate capital expenditure at March 31, 1949, was £27,346,990. Six new generating stations were constructed by the Electricity Supply Board during the past year, and major extensions made to the 110,000-volt transmission network.

Notwithstanding difficulties and unavoidable delays in the completion of the new generating stations, the output for the year was 709,000,000 units, an increase of 90 million units over that for the previous twelve months. The output of the hydro stations was reduced by unsuitable weather conditions from 422 million units in the previous year to 343 million units in the year concluded March 31, 1949, and there was a consequent necessary increase in steam-generated electricity from 196 to 365 million units. Coal supplies are now adequate, but the annual report of the Electricity Supply Board notes that the price is three times that of 1938.

Electricity sales expanded during the year from 492,148,983 units to 569,256,888, and the revenue from sales increased by £480,863, while the number of consumers rose from 262,598 to 284,198. The average price per unit was calculated at 1.83 pence, which shows a continuation of the fall in price since 1946, when the cost was 1.94 pence per unit, the highest figure reached since 1934, when it was 1.99 pence. The lowest price so far reached was in 1941, when it was 1.44 pence per unit.

Sales of Appliances Increased as Restrictions Removed

The removal of restrictions on sales of cookers and water heaters during the year contributed largely to the marked increase in the sales of appliances, which advanced from £153,102 to £245,391. It is calculated that the total demand would reach a figure of 700,000,000 kilowatt-hours in the present year, and it will be some years before the installed plant capacity can be expanded sufficiently to overtake the demand. Under the Rural Electrification Scheme, thirty areas were completed in the year ending March 31, 1949, and 9,262 consumers were connected, compared with seven areas completed and 2,203 consumers connected in the previous year. In the rural areas the original demand was usually only for domestic lighting equipment, but the demand for domestic and farmyard appliances is now steadily growing. A number of 3 h.p. plate mills have proved satisfactory for maize-grinding, etc., and there is a demand for reasonably priced pressure storage pumping sets.

Electrically heated chicken brooders also are being examined with interest, and a mobile demonstration unit tours the rural areas, showing the uses of electricity for the home and farm. Domestic consumers are still required to limit their use of electric current, but all restrictions on the use of electricity in industrial concerns were removed in August of this year.

A power station to be fuelled by turf (peat) is being constructed at Portarlinton, and it is hoped that it will start generating before the end of 1949. The bog in this area is already well developed, and 150,000 tons of machine-won turf are waiting to feed the power station, which is expected to require 120,000 tons per annum, and which will give in return approximately 90,000,000 units of electricity. A second turf-burning station is under construction, as well as a large coal- or oil-fired station in the neighbourhood of Dublin. The three stations on the River Liffey are now providing over 50,000,000 units, and the River Erne (situated on the border between Northern Ireland and the Republic) on which work is well advanced, is expected to give 200,000,000 units a year. Two stations on the River Lee, near Cork, are also planned and a total of sixteen rivers have been investigated with a view to future development.

Yearly Production of New Seed Varieties Is Feature of Greek Recovery Program

Two research stations producing improved cereals, forage plants and pulse food each year—State aims to achieve their yearly renewal and multiplication—Expert producers provided with seeds of refined varieties—ECA makes funds available for project.

By T. J. Monty, Commercial Secretary for Canada

ATHENS, August 31, 1949.—Attention directed by this country to the production of new seed varieties is a feature of the Greek recovery program. Two research stations are producing improved varieties of cereals, forage plants and pulse food each year, and the state aims to achieve a yearly renewal and multiplication of these varieties.

For this purpose, expert seed producers are provided with seeds of refined varieties. Their produce is consigned to seed production centres, which pay an increased price provided the seed fulfils the standards of purity and quality stipulated.

The produce collected by the centres is then issued to farmers for the replacement of low-quality seeds. The ultimate plan is to equip all farms in Greece with the requisite quantities of improved seeds.

Although this is a new scheme, two-fifths of the sowing was effected last year with improved seeds. In addition to the effort to improve seed varieties in the country, improved seeds have also been imported with ECA (United States Economic Co-operation Administration) funds. This applies particularly to rice, the cultivation of which is being expanded.

The ECA Mission has made available a credit of 8,500 million drachmas (approximately \$850,000) for the seed production program in 1948-49. The 1949-50 program provides for more funds for this purpose. The building of silos, with a total capacity of over 5,000 tons, has started in several seed production centres of northern Greece.

Machinery for the cleaning and disinfecting of seed, as well as other machinery for the equipment of seed production centres, is stated to have been ordered from abroad.

Trade Channels Between Dollar And Sterling Areas Essential

Right Hon. C. D. Howe discusses commercial relations between Canada, Great Britain and United States—Diversification of imports to United Kingdom would assist balance of payments position—High level of domestic prosperity essential to exporters—Dollar-Sterling Trade Board will co-operate closely with Government.

PROSPERITY in Canada and the economic welfare of Canadians depend upon conditions in Great Britain and the United States, which take seventy per cent of Canadian exports and supply eighty per cent of Canadian imports. "We could not isolate ourselves successfully from either one of them, even if this seemed desirable," the Right Hon. C. D. Howe, Minister of Trade and Commerce, declared at a meeting in Montreal on October 20 of the Canadian Exporters' Association. "Our commercial destiny is closely linked with both. Each of these countries depends greatly upon Canada. The Canadian market is one of the largest import markets in the world, and Canada is the largest and most important customer for both the United States and the United Kingdom.

"Thus, we stand with one foot in the sterling area and the other in the dollar area," Mr. Howe continued. "In our own interest, and apart from political considerations, we must try to prevent the division of the North Atlantic community of nations into two separate and divergent groups. It must be our policy to keep the channels of finance and trade open between the sterling area and the dollar area. We cannot afford to cast our lot with either one, to the exclusion of the other.

"In the year that ended September 1st last, we bought from the United Kingdom goods to the value of 325 million dollars, which, incidentally, was 60 million dollars more than in the previous year. In the same year, we sold to the United Kingdom goods to the value of 691 million dollars, being a drop of 41 million dollars from the previous year. This left a balance in our favour of 366 million dollars. This balance was paid to the extent of 120 million dollars by a loan from Canada, and to the extent of 246 million dollars from Marshall Plan funds. Our trade with the rest of the sterling area is coming into balance.

Increased Imports from Britain Imperative

"We are faced with the problem of bringing our trade with the United Kingdom into balance, and the best way to effect that balance is to increase our imports from the United Kingdom and other sterling area countries. To hold our present trade without further loans to the United Kingdom, after the termination of Marshall Plan aid in 1952, we must step up our purchases by a further 366 million dollars. If we can do better than that with imports, we will also do better with exports, as the United Kingdom is glad to buy from Canada all that it can find the dollars to pay for.

"Now, let us look at the position of our trade with the United States. In the year to which I refer, we exported to the United States goods to the value of one billion 550 million dollars, and we imported from that country goods to the value of about two billion dollars. Our imports from the United States would have been considerably greater had it not been for Emergency Exchange Control operations. The 450 million dollars, used to pay for this excess of imports over exports, was collected from the rest

of the world, largely in the form of Marshall Plan dollars. Obviously, our policy must be to export more to the United States, or alternatively, to buy less from that country. It is also obvious that if we can divert about 400 million dollars' worth of imports from the United States to the United Kingdom, our problem is solved.

"The recent devaluation of currencies offers hope that this necessary re-alignment of our trade can be worked out. Before devaluation took place, there was a grave danger that the soft-currency areas were building up a high price economy which would permit soft-currency countries to trade only with each other. Devaluation has, for the time being at least, brought about a price level in those countries that will allow them to export to dollar countries, which is, in itself, an important corrective. Whether these countries will take advantage of the new situation, and make goods available to this market in important volume, remains to be seen, but there is every indication that the United Kingdom, the principal country with which we are concerned, will make a determined effort. Indeed, if the United Kingdom does not do so, the painful operation of devaluation will have been in vain. Obviously, Canada, being one of the world's greatest importers, can offer important markets for goods that can be imported without prejudice to Canadian production.

Conditions Apply to Western European Countries

"As a result of devaluation, I am hopeful that trade with the United Kingdom can be brought into balance, and that a foundation can be laid for increasing that trade. If this can be brought about, it is probable that our trade with the United States can also be brought into balance. My remarks about our trade with the United Kingdom apply with equal force to our trade with other Western European countries.

"The United Kingdom has already taken steps to expand her exports to Canada. A group of prominent British industrialists has been formed, and named the Dollar Export Board, under the chairmanship of Sir Graham Cunningham. The group is independent of the government, but nevertheless will work in close collaboration with the government. A Canadian counterpart of this group has recently been formed, under the chairmanship of Mr. James S. Duncan, which will be known as the Dollar-Sterling Trade Board. It is the purpose of the group in the United Kingdom to promote sales to dollar areas by every means at their command. It will be the job of the Canadian group to promote sales of British goods in Canada in a manner that will be least disruptive to Canadian production. I feel that this Canadian group can perform a very useful service, for the United Kingdom, for the Canadian economy, and for Canadian producers. I can assure the group that the government will extend the best of support, and I sincerely hope that the Canadian Exporters' Association also will give the Dollar-Sterling Trade Board its full support, if only as a means of serving the long-term best interests of Canadian exporters.

"Please understand that it is not the policy of the government to increase the total volume of our imports. Our aim is rather to change the sources from which we obtain some of our imports, for the purpose of correcting international balances.

Canadian Economy in Strong Position

"It must be emphasized that the problems we face are primarily derived from the dollar problems of other countries, and particularly those of the sterling area. Our Canadian economy is in an exceptionally strong position and, in long-run terms, the outlook is favourable. Our institutions are based on freedom and individual initiative. They are

sound and flexible. Our productivity is high, the quality of our goods is unexcelled, and our prices are relatively low. The basic Canadian export products, such as wheat and other foodstuffs, farm implements, railway rolling stock, lumber, base metals, pulp and paper and fish, can compete on their merits with any in the world.

"The problems faced by the United Kingdom and other countries in Western Europe emerge to a large extent from the damage and dislocation of the war. So far as this is the case, reconstruction programs have been designed to put European industry back on its feet. These efforts have been supported both by Canada and the United States through large-scale contributions of money and goods. The production potentials of Western Europe have already recovered to levels commensurate with prewar years.

"However, the United Kingdom and other countries of Western Europe are being forced today to do more than reconstruct the heavy war damages they have all sustained. They must also readjust themselves to the effects of long-run economic changes which have occurred throughout the world. It is becoming more and more clear that one of the major effects of the war has been to accelerate economic trends which have been in evidence for twenty years. The changes to which I refer involve the industrial systems of the more highly developed countries; they also involve the changing status of underdeveloped countries in Asia and Africa. The fact that former creditor countries are now debtor countries is also important.

European Demand for Canadian Goods Enhanced

"Before the war, the countries of Western Europe earned dollars from the produce of their respective colonies, from the provision of shipping services and tourist services, and through income from investments they held abroad. Today, their former sources of dollar earnings have dwindled or disappeared. The countries participating in the Organization of European Economic Co-operation were able in 1938 to run a trading deficit against North America of one billion 450 million dollars and offset this with their dollar earnings from other sources. Today, they necessarily must seek to bring their trade with North America more closely into bilateral balance. For the future, it appears that their dollar purchases must be paid for very largely by the proceeds of their direct sales to the United States and Canada. At the same time, the demand for goods of all kinds from Canada and the United States has been greatly enhanced in Western Europe, partly because German production was knocked out of the European picture. While this desire for our goods illustrates the underlying strength of our own position, its immediate result has been to worsen the disequilibrium of European trade, including that of the United Kingdom.

"The economic plight of Western Europe is acute enough, but the broader issues of security are even more fundamental. The political association of the countries of the North Atlantic community is the most tangible safeguard of the western world. These relationships are rendered unstable by the economic difficulties of postwar Europe. The danger has been that the countries of Europe might isolate themselves from us by means of exclusive bilateral trade deals and payments arrangements. Differences in price levels resulting from these techniques have already increased the difficulties of selling European goods in North America. Canada has been adversely affected by the growth of these protectionist trading arrangements in other parts of the world.

"Countries behind the Iron Curtain would undoubtedly view with great pleasure the disintegration of our western world into separate groups. Not only our prosperity, but our security, are at stake in avoiding

this. We intend to avoid the international economic anarchy of the 1930's. Since the end of the war, Canada has taken a leading part in helping the world avoid these evils. Everybody knows that devil-my-neighbour is a game in which all the players get hurt and no one wins. The alternative is the adoption of joint international economic policies to overcome the problems. By maintaining unanimity of purpose and close working relations among the leading countries of the western world, our difficulties will be overcome.

"The recent Washington tripartite talks are a concrete example of the effective kind of co-operation we need. The most important outcome of them was the unity of purpose and joint resolution displayed. Further deterioration, and a breakdown of international trade, can be avoided, and will be avoided, if we just use common horse sense and continue to co-operate for our mutual advantage, as we did at Washington.

High Level of Domestic Prosperity Essential to Exporters

"The maintenance of a generally high level of domestic prosperity is a matter of prime importance to exporters, as well as to everyone else. It has meant in many cases that a profitable domestic market has been able to fill the gap created by restrictions in our export markets. For example, foreign sales of motor vehicles have fallen sharply in recent years, and current exports are running at an annual rate of about 50 million dollars below the 1947 level. Nevertheless, the strong domestic market continues to absorb close to the maximum output of which the industry is capable. The increase, since 1947, in domestic sales is roughly double the fall in exports. With respect to textiles, even though sales abroad this year are likely to drop to about half of the 57 million dollars' worth of exports in 1945, home market requirements over the same period have risen by nearly three-quarters of a billion dollars. By far the major proportion of this increase in requirements is being met by domestic producers. Figures for the electrical equipment industry tell a similar story. While export values have declined to an annual rate now running at less than one-third of the 51 million dollars level achieved in 1945, in the same period domestic requirements have increased by more than 200 million dollars annually. Then, of course, there are other important branches of manufacturing, such as the farm implement industry, and the office equipment industry, where exports, as well as domestic sales, have been steadily rising during recent years.

"The expansion, modernization, and improvement in efficiency and productivity of Canadian industry in recent years is thus paying us dividends at home as well as abroad. It is the government's purpose to ensure, in so far as lies within our power, that this strong and healthy domestic situation will be maintained. A variety of measures is now being considered to meet spotty local problems of unemployment and loss of income which might develop. The outlook does not call for any grandiose overall blueprint, but rather for a flexible and varied range of measures which can be put into effect in the most appropriate form on short order. As I have suggested, these precautionary measures to maintain the domestic economy are of very direct and practical interest to many exporting industries. The home market will in many cases prove an invaluable cushion to the impact of adjustments abroad.

Extension of Foreign Credits Limited

"It must be recognized that there are some practical limits on what the government can do to make foreigners buy our goods. The suggestion has been made of extending additional credits, either directly or in the

slightly disguised form of holding non-convertible currencies. Quite apart from the question of how far is it proper for the government to go in assisting any one particular Canadian group with public funds, is the very real limitation imposed by our balance of payments and United States dollar situation. While our exports to the United States for the first eight months of this year are up 30 million dollars over last year, our imports are up 143 million dollars. In a sense, this is cheering, since it indicates the continued high level of Canadian industrial activity and general consumption. However, it also indicates depletion of our limited United States dollar reserves. This, of course, limits our freedom of action in extending foreign credits or making foreign investments in any form.

"I understand that many exporters believe that Canada should be prepared to accept any foreign currency in payment for our exports. As a matter of fact, and speaking generally, Canada will accept foreign currencies that are immediately spendable. However, Canada cannot accept blocked currencies. To accept blocked currencies would in effect be to make an international loan without interest and without a due date, the amount of the loan to be subject to fluctuations in the currency concerned. Rather than accept the blocked currency of any country, it would be far preferable to make a dollar loan to that country, under definite terms. I have just pointed out that our balance of payments position at this moment does not put us in position to extend dollar loans, designed to pay for exports to soft-currency countries.

"There is one specific venture in which Canadian businessmen can work with government in a joint effort designed to promote our trade in a very practical way," the Minister said. "I refer, of course, to the third Canadian International Trade Fair, which will be held in Toronto from May 29 to June 9 next year. I know that present-day conditions make difficult the realization of the fullest possibilities of this Trade Fair. But I also know that business, and quite substantial business, was done at the first two fairs by Canadian firms and by exhibitors from many other countries. I would not under-rate the Trade Fair as a vehicle for good public relations on behalf of Canadian trade in general, and hence for the individual exporter. As I have said earlier, we must each do our part in developing and expanding Canada's export trade. I suggest to you that the Trade Fair is one device by which this joint policy may be put into practice."

Economy of St. Lucia Receiving Assistance

Port-of-Spain, September 28, 1949.—(F.T.S.)—Serious efforts are being made, with funds provided under the Colonial Development and Welfare Act, to broaden the basis of the economy of St. Lucia. This island, which has a population of 70,000, has a per capita national income of only \$65 compared with \$130 B.W.I. in Barbados. The soil is fertile and the rainfall good, with about one-third of the total area covered by rain forest. Sugar, copra, cocoa, lime oil and nutmegs constitute the only exports of importance, with small quantities of spice, oranges and timber. Under the development scheme, the government plans to spend \$1,798,229 B.W.I. of Colonial Development and Welfare funds on the development of a new sugar estate and factory at Vieux Fort. The capital, Castries, which was destroyed by fire last year, is to be rebuilt as a modern city with government aid. The airports at Vigie and Bean Field are being reconstructed, and special attention is being given to the development of tourist facilities in order to share in the lucrative tourist movement from North America which is anticipated as the result of the devaluation of sterling.

Mexico Campaigns for National Support of Devalued Peso

Government officials, bankers and industrialists all interested — Effort designed to justify tariff and economic policies—Oil loan discussions suspended—Railways granted loan—Exports of silver increased.

By C. B. Smith, Office of the Commercial Counsellor for Canada

(Editor's Note—This is the second of two reports on economic conditions in Mexico during May-August, 1949, prepared for *Foreign Trade*.)

MEXICO CITY, September 15, 1949.—Since the exchange rate of Mexican currency was set, in mid-June, at 8.65 pesos to the United States dollar, or 80 per cent below the rate prevailing prior to July, 1948, a campaign, that is in effect a "buy Mexican" drive, has been started to support the purchasing power of the peso.

The campaign was initiated by a group of economists and editorial writers who quickly gained the support of government officials and prominent bankers, industrialists and businessmen. The words "Yo soy el Peso Mexicano" (I am the Mexican peso) have been fitted to the tune of a popular song that is nationalist in tone, and the buying power of the peso is compared favourably, through multiple publicity channels, with that of its exchange equivalents in other countries.

Mexico will not quickly win even a large measure of economic self-sufficiency, but it is likely that the "buy Mexican" campaign will be used to justify tariff and economic policies which, naturally enough under existing conditions, tend more and more towards control of foreign trade and the protection of existing national industries.

Oil Loan Talks Suspended

Early in July, at the request of the Mexican Government, discussions in Washington of a 400 million dollar loan for the rapid development of Mexico's oil reserves were suspended. In the course of negotiations which were spread over more than four months, the amount of the probable loan was reduced, by inspired press reports, to \$200 million and later to \$100 million.

When the talks were halted, the Mexican press unanimously accused the United States State Department of having demanded a revision of Mexican law so as to permit the return of private capital, expropriated in March, 1938, when the oil industry was nationalized. It was considered more likely that a large loan to the government-owned industry in Mexico would lead to requests for loans from other Latin American oil-producing countries, and that the development of Canadian fields has, in any event, radically changed the continental supply position.

Published statements that the oil administration (PEMEX) could float a domestic loan large enough to compensate for the lack of United States funds have not been substantiated by events.

On September 18, Mexico paid \$8.7 million to British interests whose oil properties were expropriated in 1938. This payment was the second annual instalment under the terms of an agreement that was signed on August 21, 1947. By the time payment is completed, in 1962, the British-Dutch companies will have received a total of \$130 million including interest.

A total of \$17,900,000 was made available to the Mexican National Railways and the Mexican subsidiary of the Southern Pacific by the Export-Import Bank on August 4.

The National Railways, which are government owned, received the greater part of these credits—\$12,900,000—and will spend, according to a cabinet member, up to \$9 million on diesel locomotives.

Silver Sales Have Been Substantial

Two purchases by the Government of Saudi Arabia were included in sales abroad of 38,150 thousand ounces of silver, up to the end of August, for U.S.\$27,277,250. While these sales have accounted for a large proportion of the country's silver reserves and, although the National Mint is occupied in the coining of silver for foreign usage, the minting of silver pesos and gold coins has not been suspended.

Ever since devaluation of the Mexican currency was foreseen, the value of silver one- and five-peso pieces, based on silver content and ruling prices, has been greater than their commercial exchange value inside the country. Therefore, the exportation of coinage, which is subject to licence, has presented a certain temptation. The public was none the less shocked when it was reported that the Banco de Comercio, perhaps the largest private organization of its kind in the country, had smuggled silver coins to the value of nearly 89 million pesos into the United States. The Ministry of Finance announced that the offences were committed between April 28, 1947, and October 22, 1948, and that Banco de Comercio officials had operated in collaboration with the Banco Mercantil de Chihuahua, of the frontier town of Ciudad Juarez, and a certain well-known smuggler. Both the banks were fined the lenient limit provided by law—one per cent of paid-up capital—and about a hundred customs officials in Ciudad Juarez were dismissed, transferred, or fined.

Prices and Cost of Living Increasing

Wholesale prices and living costs continue to climb slowly. A working-class cost-of-living index, which averaged 318·9 throughout 1948 (1939 equals 100) stood at 324·9 in January this year and at 341 in July. A daily wholesale-price index, covering thirteen essential items, rose from 274·7 for the week ending August 4 to 281·3 in the following seven days. An index of 210 articles, which stood at an average of 260 monthly last year, rose to 284·9 by the end of June.

Currency in circulation was 3,560·7 million pesos in June, 1948, and 3,930·1 million pesos in June this year. The monthly average through 1948 was 3,621·8 million pesos.

Credits and loans from private deposit banks totalled 1,520·4 million pesos in June, up from 1,264·1 million pesos in the corresponding month of last year and a 1948 monthly average of 1,288·5 million pesos. Bank clearings averaged 2,606·9 million pesos up to the end of July as compared with an average of 2,269·1 million pesos last year. The general securities index rose to 298 in July last year as against an average of 258·9 in 1948 (1939 equals 100).

The mining industry reported a slight overall decrease in activity occasioned by falling prices, chiefly of copper and zinc. Average monthly production in the period January-June this year, as compared with the average for 1948, showed the following variations: gold, plus 13·4 per cent; silver, minus 16·7 per cent; copper, minus 0·7 per cent; lead, plus 9·9 per cent; zinc, minus 14·1 per cent; petroleum, minus 0·9 per cent.

Hoof-and-Mouth Disease is Being Eradicated

The Joint United States-Mexican Commission that has been combating foot-and-mouth disease since early in 1947 will, by the end of this year, be within sight of its present goal—the triple vaccination of all livestock in the infected area. In treating 13,064,919 animals, mostly cattle, the commission completed the first of the three rotary vaccinations by which, it is believed, the sickness will be eliminated. More than half the second vaccination was finished by July 31, on which date almost a million animals had also received the third treatment.

Mexico currently is the world's largest producer of vaccine. In the early stages of the campaign, more than 700,000 head of cattle, sheep and hogs were slaughtered in the successful effort to prevent the epidemic from reaching the United States frontier. The system of vaccinating exposed animals and slaughtering only those which were infected was initiated at the end of November, 1947, and the infected zone has since been reduced in area by about 50,000 square miles. Vaccine was at first imported, largely from Europe. Its composition is understood to have been changed at the San Jacinto laboratories, set up by the Joint Commission near Mexico City, where record production of 3,200,000 doses was reached in June. A rate of three million doses a month is being maintained to meet the requirements of more than 10,000 men, who are working in teams across the country.

When the repopulation of Mexico's depleted herds is begun, dairy and beef cattle will be in great demand. The persistence of foot-and-mouth disease in the central zone and financial difficulties resulting from the devaluation of the peso, are delaying the purchase of breeding stock abroad. It is hoped that Canada will supply some of the animals around which the new herds will be built.

Unemployment Increased in the Netherlands

The Hague, September 20, 1949.—(FTS)—Unemployment figures rose from 42,788 in July to 45,950 in August, according to the Netherlands Statistical Bureau. The increase is due to this year's group of school graduates who have not as yet obtained employment. On an average there are 10 unemployed Dutchmen per 1,000 male inhabitants.

Argentina to Supply Many Items to Finland

Buenos Aires, September 13, 1949.—(FTS)—Argentina has undertaken to supply Finland with the following commodities during the next twelve months, in accordance with provisions of a commercial agreement recently signed by representatives of these two countries:

| | Metric Tons |
|---|-------------|
| Rye | 12,000 |
| Corn | 5,000 |
| Dried fruit | 2,400 |
| Lard | 1,500 |
| Industrial tallow | 3,000 |
| Linseed oil | 5,000 |
| Sunflowerseed and other edible oils | 2,000 |
| Oilcakes | 50,000 |
| Casein | 2,500 |
| Dried blood | 1,000 |
| Hides | 10,000 |
| Hair and bristles | 50 |
| Cotton | 6,000 |
| Animal oil | 30 |
| Bone glue | 20 |
| Glycerine | 15 |
| Greasy wool | \$1,500,000 |
| Washed wool | 2,500,000 |
| Canned fruit | 100,000 |

Adverse Trade Balance of Malaya Increased in First Half of Year

Changes noted in values, composition, sources of supply and destinations of exports—Import values higher and export values reduced—New trade trends are the result of gradual return to normal market conditions.

By Paul Sykes, Canadian Government Trade Commissioner

(All figures in Straits dollars; one Straits dollar equals approximately \$0.47 Canadian)

SINGAPORE, September 6, 1949.—Malaya's foreign trade during the first six months of the year shows several important changes from the same period in 1948 in extent, composition and countries of origin or destination. The most obvious development was an increase in the value of imports from \$905,155,542 to \$936,940,541 at a time when exports, already considerably smaller than imports, fell off in value from \$809,247,108 to \$790,628,718. This trend produced an increase in the respective adverse balances for the two half-years from \$95,908,434 to \$146,311,823.

A general analysis of the main trends in commodity trade show, on the import side, an increase of some \$21,000,000 under the classification animals, food, drink and tobacco, a decline of \$31,000,000 for raw and semi-manufactured materials, and an increase of \$41,000,000 for fully manufactured goods. Of more than usual interest were increased values for drink, tobacco and miscellaneous foodstuffs, iron and steel manufactures, and oils. Declining values were particularly noteworthy in the case of rubber, oil seeds and cotton goods.

Such trends in the trade in individual commodities are the obvious result of the gradual return to normal market conditions, as far as the consumer goods trade is concerned, and the continuing demand for a variety of industrial materials of numerous types. The figures also reflect a serious falling-off in imports of rubber from Indonesia, which country is now apparently selling an increasing proportion of its production directly rather than through Singapore or Penang. However, these ports still continue to handle large quantities of rubber from Indonesia and Borneo.

Most Noteworthy Decline in Rubber Exports

As far as exports are concerned, there was little change in the value of shipments of animals, food, drink and tobacco, but a heavy decline, from \$498,611,576 to \$432,887,458, in exports of raw and semi-manufactured materials. The trade in fully manufactured goods meanwhile increased in value from \$238,187,174 to \$285,406,343. In somewhat more detail there were noteworthy increases in export values for each goods as miscellaneous foodstuffs, oil seeds, iron and steel manufactures and oils. Declining values were particularly noticeable in the case of grain and flour, rubber, and cotton piece-goods. The most important feature of the trade, however, was the decline in the value of rubber shipments, from \$426,786,009 in January-June, 1948, to \$349,009,765 in the same period of 1949. The disparity of \$78,000,000 is far in excess of the decline in imports, which amounted to \$26,000,000, and can only be regarded as a falling-off in Malayan production or in foreign demand, or a combination of the two, as between the two half-yearly periods.



Singapore—Typical passenger trishaw, which replaces the two-wheeled jinricksha formerly pulled by Chinese coolies. The enamelled licence plate is of Canadian manufacture.

Malaya's foreign trade by countries of origin and destination can be reviewed in greater detail on a commodity basis. Such a survey shows a substantial increase in imports from the United Kingdom, and smaller but still significant increases for Thailand, Australia, Sarawak, India, Egypt, Iran, Japan and Italy. Counteracting these increased values was a heavy decline in the value of imports from the United States and Indonesia and a similar, if less marked, trend for Burma, China and Mauritius. Among the principal causes for these fluctuations have been the increasing dependence of Malaya on sterling sources of import requirements, due to import policies based on dollar conservation, as well as such particular factors as increased rice purchases from Thailand, the gradual revival in trade with Japan, and a general falling-off in the transshipment trade in Indonesian goods in Singapore and Penang.

Imports into Malaya, by Principal Countries

| | Jan.-June, 1948 ('000) | Jan.-June, 1949 ('000) |
|-------------------------|-------------------------------|-------------------------------|
| United Kingdom | \$155,600 | \$196,300 |
| Indonesia | 170,300 | 143,600 |
| Thailand | 79,400 | 97,000 |
| United States | 112,800 | 62,100 |
| Burma | 66,000 | 58,300 |
| Australia | 45,100 | 56,100 |
| China | 55,400 | 51,300 |
| Sarawak | 35,600 | 42,800 |
| Hong Kong | 24,200 | 22,200 |
| India | 15,200 | 21,500 |
| Egypt | 5,000 | 21,100 |
| Iran | 9,500 | 17,700 |
| Japan | 5,100 | 17,700 |
| French Indo China | 11,500 | 13,100 |
| Italy | 5,100 | 12,500 |
| Canada | 10,300 | 10,500 |
| Mauritius | 22,800 | 10,400 |
| Belgium | 11,300 | 10,300 |
| Other | 65,000 | 72,400 |
| Total | \$905,200 | \$936,900 |

There has been a substantial decline in exports to the United States, and lower figures are also recorded for the United Kingdom, Indonesia, Hong Kong, Thailand, Canada and Sweden. Increased values have, however, been recorded for Germany, France, U.S.S.R., Australia, Ceylon, India, South Africa, Japan and Poland.

Exports from Malaya, by Principal Countries

| | Jan.-June, 1948 (‘000) | Jan.-June, 1949 (‘000) |
|----------------------|------------------------------|------------------------------|
| United States | S\$244,700 | S\$191,600 |
| United Kingdom | 112,000 | 95,500 |
| Indonesia | 86,900 | 71,300 |
| France | 25,800 | 34,500 |
| India | 20,600 | 32,000 |
| Australia | 21,700 | 30,800 |
| U.S.S.R. | 22,300 | 29,700 |
| Germany | 26,900 | 28,000 |
| Netherlands | 18,300 | 22,200 |
| Thailand | 24,100 | 20,700 |
| Canada | 23,100 | 19,500 |
| Hong Kong | 24,900 | 17,300 |
| Italy | 18,400 | 16,600 |
| Sarawak | 15,400 | 13,900 |
| Ceylon | 2,600 | 13,100 |
| South Africa | 8,900 | 12,800 |
| Japan | 8,900 | 12,500 |
| Poland | 1,600 | 11,600 |
| Other | 84,800 | 30,800 |
| Total | S\$809,200 | S\$790,600 |

The foregoing figures cannot be regarded as indicating a particularly favourable trend in Malaya's foreign trade during the first half of 1949, although they are a refutation of the claims of some local interests that the country has entered a depression. Import figures are slightly higher than during the previous year, mainly because of continued demand and the higher prices which have to be paid in many instances to sterling than to dollar countries, while export values have declined to a considerable degree, owing to the abnormally low prices payable in world markets for rubber and other staple Malayan exports.

Comparable statistics for the second half of the year can be expected to show substantial declines in imports from the United States, Canada and Japan but, it is hoped, a reasonable maintenance of export trade to these and other markets. The trend will, however, depend to a considerable degree on international monetary arrangements now under consideration in Washington.

Postwar Record Set by German Iron and Steel Output

Frankfurt-am-Main, September 20, 1949.—(FTS)—Bizonal Germany's production of iron and steel was higher in July than in any other month since the beginning of the occupation. Increases ranging from 55 per cent to 70 per cent occurred in the past year in output of pig iron, steel ingots and hot rolled steel products. July production totals were 624,216 tons of pig iron, 776,795 tons of steel ingots, and 529,580 tons of hot rolled products. The previous peak month of postwar production for pig iron and steel ingots was May, 1949, while the previous record month for hot rolled products was June, 1949.

In the French Zone during July, output of hot rolled steel products led the list with 18,878 tons, while ingot steel and pig iron production amounted to 18,052 tons and 8,625 tons, respectively.

Greek Tobacco Represents Large Proportion of Total Exports

Approximately forty-two per cent of all commodity shipments last year consisted of tobacco—Success of European Recovery Program in Greece depends to large extent on this product — United States is principal purchaser of “Macedonian” tobacco.

By T. J. Monty, Commercial Secretary for Canada

(Editor's Note—Approximately 10,000 drachmas equal Can.\$1; four stremmas equal one acre; and one metric ton equals 1,000 kilograms or 2,204 pounds.)

ATHERNS, September 8, 1949.—Tobacco cultivation is an important factor in the economy of this country, exports of tobacco last year having accounted for approximately forty-two per cent of the total for all commodity shipments. Ten years ago it represented fifty per cent of the total, and in 1946 was as high as 72.5 per cent. The success of the European Recovery Program in Greece depends, therefore, to a large extent on the production of tobacco. The industry also provides considerable employment, and contributes substantially to the national income.

Consideration is being given to measures for increasing production in Greece, especially as the recent rise in price has improved the prospects for tobacco grown in this country, which was once deemed by foreign experts as an uneconomic proposition. C.i.f. prices for tobacco on the British market having risen in the past few months, there has developed in the United Kingdom an increasing demand for Greek tobacco. It does not compare, however, with the prewar market in Germany. F.o.b. prices for Greek tobacco have for the first time dropped to the level of world market prices, and one of the most difficult problems of the postwar period in this country is therefore nearing a partial solution.

Tobacco grown in Greece is classified as “Oriental”, which is produced also in Bulgaria and Turkey, though other varieties are cultivated in Yugoslavia, Russia, Italy, Syria and Southern Rhodesia. That grown in this country is known as “Macedonian”, and claimed to be of the highest quality. The production of “Oriental” tobacco before the war amounted to 150,000 metric tons, of which some 110,000 metric tons were exported. This represented five per cent of world tobacco production, and six per cent of world production for cigarettes. “Oriental” tobacco is used for the manufacture of “Oriental-type” cigarettes or for blending.

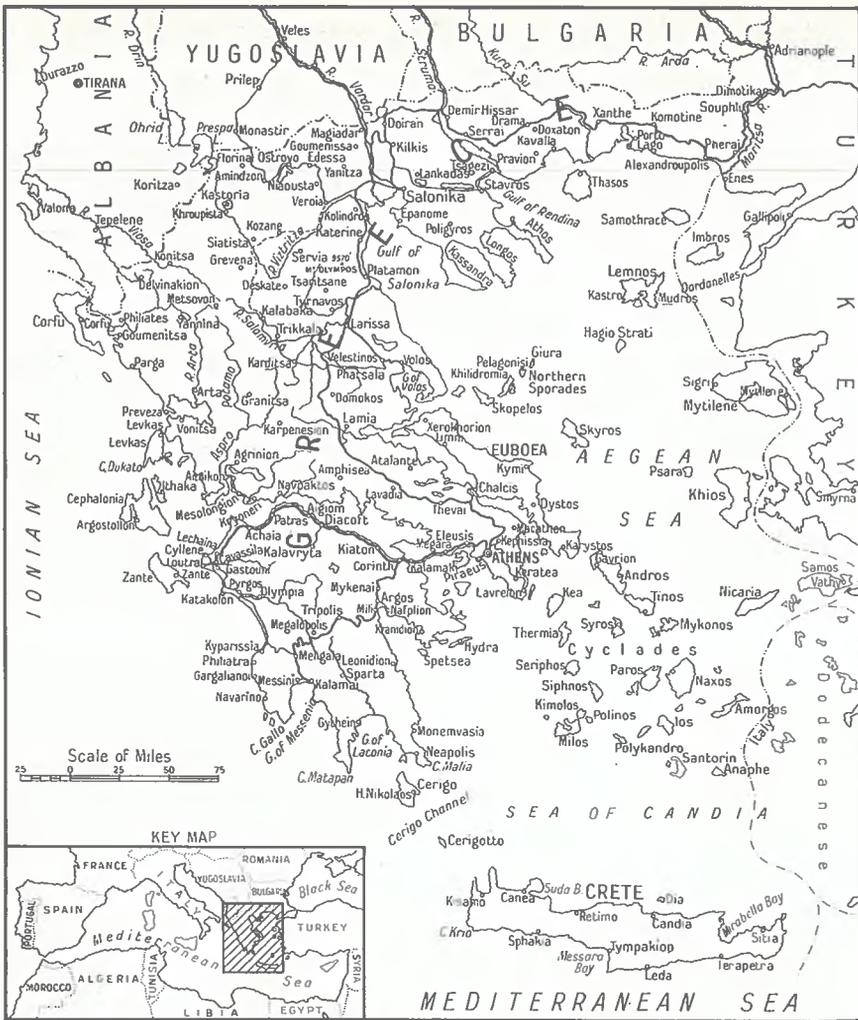
Prewar Production of “Oriental” Tobacco*

(In metric tons)

| | Production | Exports |
|----------------|------------|---------|
| Greece | 60,000 | 44,000 |
| Turkey | 60,000 | 35,000 |
| Bulgaria | 35,000 | 27,000 |
| Total | 155,000 | 106,000 |

*Average for 1935-39.

Turkey has increased her annual production of tobacco since the war to about 100,000 tons, conditions being more favourable. This has contributed to a reduction in the price for “Oriental” tobacco. Serious competition has been created by Virginia tobacco, due to the larger production and wider demand for this variety.



Canadian Geographical Society Map.

Production of Tobacco in Greece

| | Area (Stremmas) | Production (Metric tons) |
|------------|--------------------|-----------------------------|
| 1939 | 843,394 | 54,956 |
| 1945 ..... | ..... | 19,098 |
| 1946 ..... | ..... | 28,100 |
| 1947 | 799,000 | 46,700 |
| 1948 | 722,000 | 36,740 |

During the enemy occupation of Greece, tobacco cultivation was reduced to a minimum, as producers turned to other crops in order to meet urgent requirements for food. This is reflected in the above figures, which show a gradual increase from 1945, with a postwar change in the trend back to normal despite the continuation of war conditions in the tobacco growing areas. Production last year declined, due to the long drought. On the other hand, it facilitated normal drying of the tobacco leaves, resulting in an improvement in the quality of the crop. The yield per stremma in 1948 did not exceed 51 kilograms, as compared with 60 kilograms in 1947 and with 65 kilograms before the war.

The average cost of production is estimated at between 9,500 and 11,500 drachmas per kilogram, while the average f.o.b. cost, inclusive of processing and transportation to port of embarkation, ranges from 14,000 to 16,000 drachmas per kilogram. Prices realized by producers in 1948 were from 35 to 40 per cent higher than in 1947.

Tobacco stocks available for export at the end of 1948 amounted to 35,000 tons. It is estimated that exports in 1949 will amount to 21,600 tons, compared with 17,835 tons in 1947 and with 18,485 tons in 1948.

Destination of Greek Tobacco Exports

(In metric tons)

| | 1947 | 1948 | 1949* |
|-----------------------|---------------|---------------|---------------|
| United States | 5,440 | 5,466 | 6,000 |
| France | 495 | 992 | 3,500 |
| Great Britain | 4,603 | 48 | 3,000 |
| Austria | 539 | 1,328 | 2,000 |
| Italy | 2,680 | 2,907 | 2,000 |
| Netherlands | 421 | 3 | 2,000 |
| Finland | 1,121 | 1,685 | 1,200 |
| Sweden | 293 | 401 | 800 |
| Egypt | 248 | 912 | 700 |
| Belgium | 95 | .... | 100 |
| Czechoslovakia | 1,349 | 2,132 | .... |
| Germany ..... | .... | 2,258 | .... |
| Other countries | 551 | 353 | 300 |
| Total | 17,835 | 18,485 | 21,600 |

* Estimate.

It will be noted that the United States was the principal buyer of Greek tobacco during the last two years, and is expected to top the list this season, whereas Canada does not appear as a direct purchaser. Nevertheless, substantial quantities of Greek tobacco reached Canada in blended form. The following table illustrates the relative position of Greek tobacco as an export item:

Relative Position of Greek Tobacco Industry

| | 1937 | 1938 | 1946 | 1947 | 1948 |
|----------------------------------|------|------|--------|--------|--------|
| Value of Greek exports: | | | | | |
| In million 1938 dollars | 85.3 | 90.5 | 26.2 | 41.7 | 41.4 |
| In million current dollars | | | (40.8) | (79.3) | (87.0) |
| Value of tobacco exports: | | | | | |
| In million 1938 dollars | 39.1 | 45.7 | 19.0 | 20.0 | 17.5 |
| In million current dollars | | | (29.5) | (38.6) | (36.8) |
| Percentage of total trade | 46.0 | 50.0 | 72.5 | 48.0 | 42.3 |

With the exception of 1946, during which year the percentage of tobacco in the Greek export trade reached 72.5 per cent of the total, the ratio of tobacco exports to total export trade, both in the prewar and the postwar periods, was in the neighbourhood of 50 per cent. The percentage in 1948 actually exceeded 42 per cent of total Greek exports, representing approximately 73 per cent of exports against dollars, 12.3 per cent of exports against sterling and 41 per cent of exports by private barter.

Number of Canadian Cattle, Horses and Sheep Decrease

There were fewer cattle, horses, and sheep on Canadian farms on June 1 this year than last. Cattle numbers were down to 9,081,300 from 9,475,900, sheep to 2,075,400 from 2,246,800, and horses to 1,796,200 from 1,904,300. The number of hogs, reported in the Bureau's release of October 9, was 5,162,900 compared with 4,463,100.—(*Dominion Bureau of Statistics, October 21, 1949*)

Ireland Inaugurates Frozen Meat Trade With Commercial Shipment to Sweden

May become an important phase of the agricultural industry, if sample shipment proves successful—Necessity of increased exports of frozen meat stressed by serious shortage of hides and skins.

By George Shera, Office of the Commercial Secretary for Canada

DUBLIN, September 13, 1949.—Ireland shipped 130 tons of frozen meat this week to Sweden, representing the first commercial consignment to leave this country. Should this sample shipment prove successful, the exportation of frozen meat may become an important phase of the agricultural industry in this country. Livestock production is the principal branch of agriculture, and any further developments should contribute favourably to the national economy. Great Britain, which is the main market for Irish beef, has purchased some canned beef, but prefers it on the hoof, and exports in canned form have been made chiefly to the Continent. Exports in the first six months of 1949 were valued at £ 409,555, which is well in excess of canned beef shipments for the corresponding period last year of £ 270,872.

The necessity for increasing exports of canned or frozen meat has been stressed recently by difficulties in the Irish leather industry, which found itself facing a serious shortage of hides and skins. Small quantities of livestock are exported to the Continent, but the bulk of the shipments go to the United Kingdom, and Irish cattle exporters make no secret of their dissatisfaction with the prices paid by the British Ministry of Food. The development of a frozen meat industry, therefore, would ensure an alternative market for cattle, while the slaughtering and freezing, and the hides and offals, would provide increased employment here.

A trade agreement between Ireland and Sweden was signed in Dublin in June, 1949. This agreement was on broad lines, and the two governments undertook to accord all reasonable facilities for the admission to their respective countries of products traditionally imported from the other country, and to consider favourably applications for the admission of products to the export of which the government of the other signatory attached particular importance. This last phrase undoubtedly covers exports of meat from Ireland.

Sweden is an important source of supply for many commodities which in normal times would be obtained partially from the dollar area, such as pulp, paper, timber, machinery, plywood, and wallboard. Increased purchases from Sweden are one indication of Ireland's efforts to conserve dollars. In the first six months of 1949, imports from Sweden totalled £ 1,238,930, compared with £ 1,172,772 in the first six months of 1948. Exports to Sweden in the same period were £ 50,531 in 1948 and £ 110,251 in 1949. The goods which Sweden purchased from the Republic included textiles, knitted goods, wool, tweeds, motor tires, elastic braids, and soft toys, and Irish industrialists believe that the market for Irish goods in Sweden is capable of considerable expansion.

Pig Population of Denmark Continues Advance

Oslo, October 8, 1949.—(FTS)—Denmark has a big population of 2,911,000, according to the most recent census, which represents an increase of 221,000 over the total for six weeks previously. It is estimated that 75,000 pigs will be slaughtered each week during the remainder of 1949.

Canadian Exports, by Areas

| Country | September | | | January—September | | |
|---------------------------------------|-------------|--------------|--------------|-------------------|----------------|----------------|
| | 1938 | 1948 | 1949 | 1938 | 1948 | 1949 |
| COMMONWEALTH COUNTRIES | | | | | | |
| (Millions of Dollars) | | | | | | |
| United Kingdom and Europe..... | 29.1 | 48.4 | 58.2 | 245.8 | 523.8 | 535.6 |
| America..... | 1.7 | 11.9 | 3.5 | 15.7 | 85.0 | 43.6 |
| Africa..... | 1.2 | 7.5 | 4.9 | 14.3 | 64.4 | 69.8 |
| Asia..... | 0.6 | 4.7 | 7.0 | 6.3 | 36.4 | 83.9 |
| Oceania..... | 3.7 | 3.3 | 4.1 | 37.5 | 37.8 | 36.7 |
| TOTAL COMMONWEALTH COUNTRIES.. | 36.2 | 75.8 | 77.7 | 319.6 | 747.4 | 769.5 |
| FOREIGN COUNTRIES | | | | | | |
| United States and Possessions..... | 25.3 | 163.2 | 116.4 | 190.8 | 1,045.9 | 1,035.5 |
| Latin America..... | 1.3 | 10.9 | 8.7 | 12.9 | 88.1 | 92.4 |
| Europe..... | 7.9 | 27.6 | 17.8 | 50.7 | 222.5 | 172.1 |
| Other Foreign Countries..... | 1.5 | 5.5 | 7.8 | 20.5 | 54.2 | 76.6 |
| TOTAL FOREIGN COUNTRIES..... | 36.0 | 207.3 | 150.7 | 274.9 | 1,410.7 | 1,376.6 |
| TOTAL DOMESTIC EXPORTS..... | 72.2 | 283.0 | 228.4 | 594.5 | 2,158.2 | 2,146.0 |

Canadian Exports, by Countries

| Country | September | | | January—September | | |
|-----------------------------------|---------------|---------------|---------------|-------------------|----------------|----------------|
| | 1938 | 1948 | 1949 | 1938 | 1948 | 1949 |
| COMMONWEALTH COUNTRIES | | | | | | |
| (Thousands of Dollars) | | | | | | |
| Europe: | | | | | | |
| United Kingdom..... | 28,901 | 47,928 | 56,948 | 242,359 | 516,156 | 525,989 |
| Eire..... | 146 | 35 | 728 | 3,170 | 5,684 | 6,001 |
| Gibraltar..... | ..... | 2 | 8 | 6 | 6 | 286 |
| Malta..... | 34 | 418 | 511 | 285 | 1,956 | 3,291 |
| TOTAL EUROPE..... | 29,081 | 48,383 | 58,195 | 245,820 | 523,802 | 535,567 |
| America: | | | | | | |
| Newfoundland..... | 694 | 7,206 | ..... | 5,602 | 40,112 | (a) 9,229 |
| Bermuda..... | 88 | 261 | 274 | 990 | 2,991 | 2,792 |
| Barbados..... | 88 | 531 | 443 | 755 | 4,149 | 4,117 |
| Jamaica..... | 299 | 910 | 807 | 3,194 | 10,367 | 6,810 |
| Trinidad and Tobago..... | 269 | 1,518 | 947 | 2,578 | 12,527 | 10,197 |
| Bahamas..... | 119 | 306 | 171 | 1,352 | 2,866 | 1,754 |
| Leeward and Windward Islands..... | ..... | 529 | 374 | ..... | 4,509 | 3,605 |
| British Honduras..... | 15 | 129 | 32 | 211 | 839 | 466 |
| British Guiana..... | 107 | 530 | 457 | 1,024 | 6,617 | 4,582 |
| Falkland Islands..... | ..... | ..... | ..... | ..... | 6 | 6 |
| TOTAL AMERICA..... | 1,679 | 11,920 | 3,505 | 15,706 | 84,977 | 43,558 |
| Africa: | | | | | | |
| Northern Rhodesia..... | ..... | 25 | 27 | ..... | 361 | 490 |
| Union of South Africa..... | 1,082 | 6,706 | 4,379 | 12,439 | 56,430 | 63,393 |
| Other British South Africa..... | ..... | 1 | 5 | ..... | 4 | 13 |
| Southern Rhodesia..... | 81 | 381 | 117 | 847 | 2,093 | 2,141 |
| Gambia..... | ..... | ..... | 2 | 15 | 25 | 5 |
| Gold Coast..... | 23 | 130 | 188 | 125 | 1,532 | 1,122 |
| Nigeria..... | 3 | 20 | 39 | 56 | 673 | 997 |
| Sierra Leone..... | 18 | 53 | 45 | 156 | 587 | 262 |
| Other British West Africa..... | ..... | 6 | ..... | ..... | 6 | ..... |
| Anglo-Egyptian Sudan..... | ..... | 1 | 5 | 203 | 39 | 33 |
| British East Africa..... | 33 | 149 | 135 | 494 | 2,664 | 1,301 |
| TOTAL AFRICA..... | 1,240 | 7,472 | 4,942 | 14,335 | 64,414 | 69,757 |

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; September—10.4, six months ended September—44.5. (a) January—March, 1949

Canadian Exports, by Countries—Continued

| Country | September | | | January—September | | |
|--|-----------|---------|---------|-------------------|-----------|-----------|
| | 1938 | 1948 | 1949 | 1938 | 1948 | 1949 |
| COMMONWEALTH COUNTRIES—Cont. | | | | | | |
| (Thousands of Dollars) | | | | | | |
| Asia: | | | | | | |
| India..... | 220 | 2,276 | 4,767 | 2,066 | 18,407 | 58,593 |
| Pakistan..... | | 115 | 597 | | 1,398 | 12,058 |
| Burma*..... | 6 | | | 108 | | |
| Ceylon..... | 13 | 74 | 144 | 161 | 1,242 | 1,961 |
| Aden..... | 5 | 151 | 3 | 74 | 1,100 | 49 |
| British Malaya..... | 134 | 640 | 657 | 1,931 | 6,384 | 4,606 |
| Other British East Indies..... | 1 | | 1 | 5 | 16 | 2 |
| Hong Kong..... | 164 | 630 | 810 | 1,811 | 5,863 | 6,649 |
| Israel†..... | 21 | 838 | | 106 | 2,018 | |
| TOTAL ASIA..... | 564 | 4,724 | 6,979 | 6,262 | 36,428 | 83,918 |
| Oceania: | | | | | | |
| Australia..... | 2,465 | 2,139 | 2,602 | 25,229 | 24,476 | 25,765 |
| New Zealand..... | 1,193 | 1,119 | 1,385 | 11,959 | 12,724 | 10,323 |
| Fiji..... | 18 | 5 | 49 | 277 | 461 | 524 |
| Other Oceania..... | 1 | 2 | 44 | 43 | 140 | 59 |
| TOTAL OCEANIA..... | 3,677 | 3,265 | 4,080 | 37,508 | 37,801 | 36,671 |
| TOTAL COMMONWEALTH COUNTRIES..... | 36,241 | 75,766 | 77,700 | 319,634 | 747,422 | 769,472 |
| FOREIGN COUNTRIES | | | | | | |
| United States and Possessions: | | | | | | |
| United States..... | 25,121 | 162,004 | 113,701 | 189,344 | 1,040,936 | 1,024,304 |
| Alaska..... | 32 | 122 | 55 | 101 | 323 | 805 |
| American Virgin Islands..... | 4 | 31 | 25 | 26 | 107 | 94 |
| Hawaii..... | 75 | 903 | 1,516 | 1,081 | 3,179 | 6,015 |
| Puerto Rico..... | 57 | 121 | 1,037 | 255 | 1,161 | 4,111 |
| United States Oceania..... | | 5 | 41 | 3 | 220 | 152 |
| TOTAL UNITED STATES AND POSSESSIONS..... | 25,289 | 163,186 | 116,375 | 190,810 | 1,045,926 | 1,035,481 |
| Latin America: | | | | | | |
| Argentina..... | 315 | 1,441 | 182 | 3,389 | 13,274 | 2,179 |
| Bolivia..... | 8 | 46 | 74 | 87 | 725 | 893 |
| Brazil..... | 241 | 1,986 | 1,916 | 2,657 | 19,615 | 14,130 |
| Chile..... | 43 | 741 | 303 | 442 | 2,974 | 2,728 |
| Colombia..... | 112 | 622 | 503 | 845 | 6,334 | 5,907 |
| Costa Rica..... | 6 | 85 | 146 | 71 | 728 | 1,325 |
| Cuba..... | 136 | 920 | 1,284 | 786 | 8,084 | 9,626 |
| Dominican Republic..... | 11 | 166 | 206 | 262 | 1,630 | 1,490 |
| Ecuador..... | | 87 | 116 | 23 | 807 | 1,265 |
| El Salvador..... | 1 | 155 | 69 | 31 | 846 | 620 |
| Guatemala..... | 9 | 165 | 121 | 81 | 1,117 | 1,035 |
| Haiti..... | 9 | 49 | 147 | 100 | 974 | 1,231 |
| Honduras..... | 7 | 61 | 84 | 122 | 430 | 560 |
| Mexico..... | 164 | 1,161 | 928 | 1,843 | 11,240 | 10,484 |
| Nicaragua..... | 5 | 30 | 29 | 65 | 432 | 483 |
| Panama..... | 25 | 606 | 634 | 240 | 2,224 | 12,394 |
| Paraguay..... | | 23 | 25 | 9 | 343 | 128 |
| Peru..... | 88 | 407 | 560 | 689 | 2,044 | 6,225 |
| Uruguay..... | 41 | 501 | 29 | 182 | 3,109 | 1,582 |
| Venezuela..... | 93 | 1,694 | 1,352 | 933 | 11,156 | 18,069 |
| TOTAL LATIN AMERICA..... | 1,314 | 10,946 | 8,708 | 12,857 | 88,086 | 92,354 |
| Europe: | | | | | | |
| Albania..... | 2 | | | 8 | 40 | |
| Austria..... | | 85 | 128 | 8 | 2,656 | 3,293 |
| Belgium and Luxembourg..... | 1,228 | 3,883 | 4,156 | 6,025 | 23,283 | 37,434 |
| Bulgaria..... | 1 | | 42 | 8 | 109 | 142 |
| Czechoslovakia..... | 125 | 273 | 174 | 2,984 | 10,301 | 2,478 |

*See Foreign Countries from January 1, 1948.

†See Foreign Countries from January 1, 1949

Canadian Exports, by Countries—Concluded

| Country | September | | | January—September | | |
|-------------------------------------|---------------|------------------------|----------------|-------------------|------------------|------------------|
| | 1938 | 1948 | 1949 | 1938 | 1948 | 1949 |
| FOREIGN COUNTRIES—Con. | | (Thousands of Dollars) | | | | |
| Europe—Con. | | | | | | |
| Denmark..... | 56 | 386 | 14 | 876 | 4,863 | 2,734 |
| Estonia..... | | | | 1 | | |
| Finland..... | 60 | 136 | 60 | 321 | 2,034 | 509 |
| France..... | 841 | 5,682 | 1,118 | 6,693 | 57,334 | 31,690 |
| Germany..... | 2,616 | 1,072 | 913 | 11,474 | 10,060 | 22,093 |
| Greece..... | | 768 | 239 | 1,564 | 8,579 | 1,920 |
| Hungary..... | | 105 | 3 | 1 | 686 | 74 |
| Iceland..... | 2 | 148 | 12 | 14 | 1,477 | 713 |
| Italy..... | 134 | 4,676 | 339 | 1,316 | 21,914 | 8,399 |
| Latvia..... | 2 | | | 195 | | |
| Lithuania..... | 300 | | | 777 | | |
| Netherlands..... | 1,278 | 6,636 | 955 | 7,530 | 35,111 | 9,699 |
| Norway..... | 600 | 461 | 4,122 | 5,119 | 14,490 | 16,538 |
| Poland..... | 76 | 452 | 155 | 646 | 4,715 | 1,065 |
| Portugal..... | 10 | 160 | 452 | 113 | 2,055 | 7,117 |
| Azores and Madeira..... | | | 4 | 2 | 63 | 60 |
| Roumania..... | 5 | 45 | 60 | 36 | 372 | 238 |
| Spain..... | 77 | 18 | 21 | 95 | 491 | 279 |
| Sweden..... | 373 | 565 | 1,080 | 3,573 | 6,204 | 4,377 |
| Switzerland..... | 69 | 1,681 | 3,758 | 553 | 14,068 | 20,916 |
| U.S.S.R. (Russia)..... | 48 | | 28 | 794 | 105 | 61 |
| Yugoslavia..... | 1 | 411 | 14 | 7 | 1,498 | 300 |
| TOTAL EUROPE..... | 7,904 | 27,643 | 17,847 | 50,733 | 222,508 | 172,129 |
| Other Foreign Countries: | | | | | | |
| Afghanistan..... | | | 1 | | 39 | 8 |
| Arabia..... | | | 57 | | | 2,620 |
| Belgian Congo..... | 4 | 98 | 224 | 62 | 1,348 | 1,899 |
| Burma*..... | | | 3 | | 123 | 53 |
| China..... | 163 | 674 | 905 | 1,872 | 20,016 | 12,162 |
| Greenland..... | | 5 | | | 57 | 15 |
| Egypt..... | 22 | 733 | 283 | 252 | 5,141 | 4,275 |
| Ethiopia..... | | | 3 | | 71 | 40 |
| French Africa..... | 6 | 200 | 68 | 418 | 2,024 | 2,030 |
| French East Indies..... | 2 | | 1 | 17 | 298 | 149 |
| French Guiana..... | 1 | 24 | | 5 | 129 | 122 |
| French Oceania..... | 5 | 2 | 75 | 68 | 53 | 257 |
| French West Indies..... | 10 | 9 | 9 | 124 | 528 | 49 |
| Madagascar..... | | | 49 | 6 | 382 | 151 |
| St. Pierre and Miquelon..... | 20 | 320 | 84 | 182 | 1,042 | 884 |
| Iran..... | | 53 | 1,130 | 38 | 450 | 3,498 |
| Iraq..... | 2 | 55 | 36 | 36 | 713 | 398 |
| Transjordan..... | | | 8 | | | 175 |
| Tripoli..... | | | | | 1 | 11 |
| Other Italian Africa..... | | | | | | |
| Japan..... | 946 | 899 | 194 | 12,384 | 3,735 | 3,984 |
| Korea..... | | | | | 22 | 30 |
| Liberia..... | 1 | 7 | 10 | 17 | 103 | 106 |
| Morocco..... | 4 | 429 | 65 | 85 | 1,155 | 845 |
| Indonesia..... | 44 | 209 | 175 | 581 | 5,270 | 3,417 |
| Netherlands Guiana..... | 5 | 35 | 114 | 27 | 504 | 700 |
| Netherlands Antilles..... | 12 | 99 | 111 | 156 | 1,606 | 1,419 |
| Israel*..... | | | 362 | | | 8,621 |
| Philippine Islands..... | 101 | 1,059 | 1,127 | 1,020 | 4,879 | 9,132 |
| Portuguese Africa..... | 88 | 87 | 470 | 1,182 | 2,273 | 2,855 |
| Portuguese Asia..... | | 3 | 1 | 1 | 45 | 162 |
| Siam..... | 1 | 29 | 34 | 16 | 389 | 500 |
| Canary Islands..... | | | 4 | 2 | 1 | 40 |
| Spanish Africa..... | | | 14 | | 53 | 51 |
| Syria..... | 6 | 276 | 25 | 45 | 773 | 2,920 |
| Turkey..... | 12 | 175 | 2,168 | 1,916 | 985 | 13,012 |
| TOTAL OTHER FOREIGN..... | 1,455 | 5,480 | 7,810 | 20,512 | 54,208 | 76,590 |
| TOTAL FOREIGN COUNTRIES..... | 35,966 | 207,259 | 150,741 | 274,914 | 1,410,728 | 1,376,554 |
| TOTAL DOMESTIC EXPORTS..... | 72,206 | 283,024 | 228,441 | 594,548 | 2,158,150 | 2,146,025 |

*See British Countries prior to 1948.

†See British Countries prior to 1949.

Canadian Exports, by Commodities

| Commodity | September | | | January—September | | |
|--|---------------|---------------|---------------|-------------------|----------------|----------------|
| | 1938 | 1948 | 1949 | 1938 | 1948 | 1949 |
| MAIN GROUPS | | | | | | |
| (Millions of Dollars) | | | | | | |
| Agricultural, Vegetable Products..... | 17.0 | 45.9 | 53.1 | 118.3 | 405.1 | 540.5 |
| Animals and Animal Products..... | 10.6 | 57.3 | 29.3 | 84.3 | 308.9 | 219.2 |
| Fibres, Textiles and Products..... | 1.1 | 3.8 | 1.6 | 10.0 | 35.5 | 20.8 |
| Wood, Wood Products and Paper..... | 19.0 | 94.5 | 68.2 | 153.7 | 709.0 | 623.8 |
| Iron and Products..... | 3.9 | 22.0 | 21.5 | 48.2 | 195.6 | 222.6 |
| Non-Ferrous Metals and Products..... | 15.7 | 32.4 | 36.3 | 132.0 | 287.7 | 325.2 |
| Non-Metallic Minerals, Products..... | 2.1 | 10.1 | 6.5 | 17.6 | 66.5 | 49.2 |
| Chemicals and Allied Products..... | 1.2 | 7.0 | 5.6 | 14.6 | 61.6 | 53.0 |
| Miscellaneous Commodities..... | 1.6 | 10.0 | 6.4 | 15.8 | 88.3 | 91.9 |
| TOTAL DOMESTIC EXPORTS | 72.2 | 283.0 | 228.4 | 594.5 | 2,158.2 | 2,146.0 |
| (Thousands of Dollars) | | | | | | |
| Agricultural, Vegetable Products: | | | | | | |
| Fruits..... | 1,098 | 1,693 | 1,340 | 5,314 | 4,969 | 8,215 |
| Vegetables..... | 844 | 791 | 778 | 3,029 | 5,548 | 3,633 |
| Wheat..... | 8,410 | 15,061 | 28,910 | 52,029 | 148,488 | 312,273 |
| Grains, other..... | 1,303 | 6,316 | 4,646 | 8,515 | 30,065 | 29,009 |
| Flour of wheat..... | 1,231 | 9,077 | 8,277 | 13,140 | 86,998 | 74,440 |
| Farinaceous products, other..... | 1,260 | 1,515 | 733 | 8,416 | 17,172 | 9,354 |
| Sugar and products..... | 165 | 225 | 271 | 1,603 | 4,791 | 4,436 |
| Alcoholic beverages..... | 823 | 2,374 | 2,918 | 7,210 | 19,356 | 24,604 |
| Vegetable fats and oils..... | 14 | 1,206 | 487 | 103 | 11,760 | 10,435 |
| Rubber and products..... | 1,486 | 3,001 | 2,072 | 10,862 | 24,762 | 20,382 |
| Seeds..... | 110 | 3,125 | 694 | 1,238 | 26,017 | 26,552 |
| Tobacco..... | 48 | 252 | 913 | 4,915 | 6,441 | 7,883 |
| Vegetable products, other..... | 221 | 1,263 | 1,028 | 1,939 | 12,782 | 9,266 |
| TOTAL..... | 17,014 | 45,899 | 53,067 | 118,315 | 405,149 | 540,483 |
| Animals and Animal Products: | | | | | | |
| Cattle..... | 727 | 19,258 | 4,580 | 6,465 | 39,741 | 36,054 |
| Other animals, living..... | 94 | 1,634 | 686 | 1,050 | 9,244 | 4,742 |
| Fish and fishery products..... | 2,982 | 8,008 | 10,566 | 18,743 | 63,571 | 62,255 |
| Furs and Products..... | 518 | 2,012 | 1,581 | 11,070 | 20,578 | 17,400 |
| Leather and products..... | 548 | 924 | 587 | 3,888 | 10,003 | 5,404 |
| Bacon and hams..... | 2,020 | 2,534 | 166 | 23,781 | 62,630 | 10,941 |
| Meats, other..... | 405 | 10,811 | 4,089 | 3,416 | 37,064 | 26,211 |
| Cheese..... | 2,050 | 4,027 | 1,487 | 7,203 | 6,300 | 15,765 |
| Milk products, other..... | 590 | 2,562 | 989 | 3,170 | 12,911 | 8,874 |
| Eggs, shell and processed..... | 51 | 3,833 | 2,947 | 197 | 29,992 | 13,650 |
| Animal products, other..... | 625 | 1,722 | 1,624 | 5,342 | 16,821 | 17,858 |
| TOTAL..... | 10,611 | 57,324 | 29,301 | 84,333 | 308,856 | 219,155 |
| Fibres, Textiles and Products: | | | | | | |
| Cotton products..... | 153 | 915 | 230 | 1,906 | 7,242 | 4,438 |
| Flax, hemp and jute products..... | 2 | 146 | 111 | 75 | 1,414 | 1,518 |
| Wool and products..... | 169 | 1,253 | 660 | 977 | 9,988 | 3,784 |
| Artificial silk and products..... | 176 | 442 | 114 | 1,806 | 5,960 | 1,573 |
| Textile products, other..... | 555 | 999 | 492 | 5,221 | 10,861 | 9,474 |
| TOTAL..... | 1,054 | 3,756 | 1,608 | 9,985 | 35,465 | 20,786 |
| Wood, Wood Products and Paper: | | | | | | |
| Planks and boards..... | 3,015 | 21,278 | 14,982 | 25,774 | 149,938 | 108,611 |
| Pulpwood..... | 2,313 | 6,031 | 2,667 | 11,178 | 31,951 | 23,107 |
| Unmanufactured wood, other..... | 1,907 | 7,514 | 4,510 | 13,433 | 55,961 | 36,022 |
| Wood pulp..... | 2,305 | 19,082 | 11,535 | 20,400 | 158,633 | 124,796 |
| Manufactured wood, other..... | 219 | 581 | 352 | 2,245 | 5,697 | 4,008 |
| Newsprint paper..... | 8,524 | 36,939 | 32,681 | 73,892 | 277,953 | 310,180 |
| Paper, other..... | 615 | 2,769 | 1,358 | 6,056 | 25,275 | 14,978 |
| Books and printed matter..... | 88 | 351 | 141 | 694 | 3,552 | 2,062 |
| TOTAL..... | 18,985 | 94,546 | 68,226 | 153,672 | 708,960 | 623,765 |

Canadian Exports, by Commodities—Concluded

| Commodity | September | | | January—September | | |
|---|---------------|---------------|---------------|-------------------|----------------|----------------|
| | 1938 | 1948 | 1949 | 1938 | 1948 | 1949 |
| (Thousands of Dollars) | | | | | | |
| Iron and Products: | | | | | | |
| Iron ore..... | 1 | 929 | 2,242 | 1 | 2,860 | 9,944 |
| Ferro-alloys..... | 97 | 1,356 | 940 | 792 | 17,223 | 16,032 |
| Pigs, ingots, blooms, billets..... | 180 | 286 | 326 | 2,346 | 2,053 | 3,090 |
| Rolling mill products..... | 355 | 2,672 | 807 | 4,143 | 16,669 | 10,146 |
| Locomotives and parts..... | 1 | 208 | 3,755 | 237 | 3,475 | 16,269 |
| Farm machinery and implements.... | 440 | 6,895 | 4,760 | 6,826 | 54,036 | 78,452 |
| Hardware and cutlery..... | 170 | 455 | 403 | 1,637 | 3,945 | 3,440 |
| Machinery (except farm)..... | 682 | 3,670 | 2,269 | 7,533 | 29,412 | 23,565 |
| Automobiles, freight..... | 431 | 224 | 1,172 | 5,838 | 13,492 | 9,663 |
| Automobiles, passenger..... | 833 | 367 | 1,316 | 12,123 | 11,525 | 11,999 |
| Automobile parts..... | 149 | 722 | 659 | 2,156 | 10,873 | 7,874 |
| Railway cars and parts..... | 3 | 1,399 | 1,475 | 16 | 4,884 | 15,129 |
| Iron products, other..... | 586 | 2,866 | 1,366 | 4,521 | 25,136 | 16,957 |
| TOTAL..... | 3,927 | 22,048 | 21,491 | 48,118 | 195,584 | 222,560 |
| Non-ferrous Metals and Products: | | | | | | |
| Aluminium and products..... | 1,945 | 7,484 | 9,155 | 16,559 | 77,682 | 73,247 |
| Brass and products..... | 71 | 283 | 81 | 747 | 3,453 | 3,773 |
| Copper and products..... | 4,790 | 6,901 | 7,192 | 38,296 | 56,817 | 65,889 |
| Lead and products..... | 800 | 3,676 | 5,016 | 6,533 | 23,202 | 31,368 |
| Nickel..... | 4,977 | 5,538 | 6,146 | 38,943 | 54,499 | 70,367 |
| Precious metals, except gold..... | 1,864 | 1,774 | 2,596 | 17,983 | 19,171 | 20,426 |
| Zinc and products..... | 636 | 4,306 | 4,333 | 7,465 | 28,497 | 42,215 |
| Electrical apparatus, n.o.p..... | 318 | 1,176 | 841 | 3,194 | 12,623 | 8,968 |
| Non-ferrous products, other..... | 258 | 1,270 | 906 | 2,271 | 11,788 | 8,925 |
| TOTAL..... | 15,658 | 32,408 | 36,267 | 131,991 | 287,733 | 325,179 |
| Non-Metallic Minerals, Products: | | | | | | |
| Asbestos and products..... | 1,158 | 3,786 | 4,228 | 9,057 | 29,893 | 22,303 |
| Coal..... | 138 | 1,887 | 193 | 1,106 | 7,255 | 2,413 |
| Petroleum and products..... | 19 | 771 | 48 | 503 | 6,411 | 1,658 |
| Abrasives, artificial, crude..... | 249 | 1,180 | 814 | 3,050 | 9,842 | 9,242 |
| Non-metallic products, other..... | 516 | 2,475 | 1,210 | 3,932 | 13,085 | 13,563 |
| TOTAL..... | 2,080 | 10,099 | 6,493 | 17,646 | 66,486 | 49,180 |
| Chemicals and Allied Products | | | | | | |
| Acids..... | 94 | 440 | 212 | 911 | 4,521 | 2,144 |
| Medicinal preparations..... | 114 | 187 | 273 | 1,101 | 2,585 | 1,569 |
| Fertilizers..... | 225 | 3,418 | 3,290 | 5,712 | 28,132 | 30,211 |
| Paints and varnishes..... | 74 | 639 | 265 | 672 | 4,517 | 2,824 |
| Calcium compounds..... | 41 | 130 | 124 | 360 | 2,090 | 1,567 |
| Soda and sodium compounds..... | 366 | 434 | 279 | 3,039 | 3,767 | 2,869 |
| Chemical products, other..... | 322 | 1,715 | 1,131 | 2,832 | 15,999 | 11,835 |
| TOTAL..... | 1,235 | 6,962 | 5,574 | 14,628 | 61,611 | 53,019 |
| Miscellaneous Commodities: | | | | | | |
| Toys and sporting goods..... | 72 | 198 | 69 | 371 | 1,420 | 426 |
| Films..... | 214 | 123 | 133 | 2,972 | 2,859 | 2,400 |
| Ships and vessels..... | | 4,095 | 649 | 188 | 42,808 | 36,603 |
| Aircraft and parts..... | 51 | 929 | 2,395 | 2,716 | 9,463 | 17,176 |
| Electrical energy..... | 342 | 374 | 363 | 3,119 | 3,507 | 3,921 |
| Miscellaneous consumer goods..... | 180 | 931 | 372 | 1,475 | 5,181 | 3,815 |
| Miscellaneous, other..... | 434 | 438 | 1,188 | 3,094 | 6,779 | 13,580 |
| Donations and gifts..... | | 658 | 173 | | 6,029 | 5,732 |
| Non-commercial articles..... | 349 | 2,236 | 1,074 | 1,875 | 10,262 | 8,246 |
| TOTAL..... | 1,643 | 9,981 | 6,415 | 15,810 | 88,307 | 91,899 |

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

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

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.

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.

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.

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.

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.

Montreal—October 24—November 8.

Ottawa—November 10.

E. H. Maguire, Commercial Secretary for Canada in Santiago, Chile, has returned home on leave, and is making a tour of Canada, discussing with businessmen trade conditions in Chile and Bolivia.

Guelph—October 31

Kitchener—November 1

Hamilton—November 2

St. Catharines—November 3

Welland-Niagara Falls—November 4

Brantford—November 7

London—November 8

Windsor—November 9

Sarnia—November 10

Kingston-Gananoque—November 14

Montreal—November 15-26

Quebec City—November 28

Saint John—November 30

Halifax—December 2

Ottawa—December 5-12

Netherlands Railways Affected by Development of Road Transport

The Hague, September 20, 1949.—(F.T.S.)—The annual report of the Netherlands Railways for 1948 states that the rapid development of road transport has placed the railways in an unfavourable position. The volume of transport increased 24 per cent during 1948. Railways accounted for an increase of 12 per cent, inland water transport for 18 per cent, and road transport for 35 per cent. Receipts from passenger traffic fell off 8.4 million guilders to 188.9 million guilders. Income from goods transport increased from 76.3 to 86.5 million guilders. Due to higher costs and social measures for personnel, expenditures in 1948 increased from 201.9 to 213.0 million guilders. The net profit for the year was 3,704 guilders, as against 1,401,010 guilders in 1947. The number of employed personnel increased from 33,973 to 35,870.

Mexico Requires Accessories for Textile Industry

Mexico City, September 15, 1949.—(F.T.S.)—Mexico's textile industry is expanding rapidly under the impetus of high tariffs and prohibited entry of a very wide range of competitive foreign goods. The first import prohibitions, announced in July, 1947, excluded many kinds of garments for both men and women, and these restrictions were augmented in June of this year by a further governmental decree forbidding the importation of cotton lace, plain woven cotton textiles and wool cloth. By these actions, the government is providing the maximum protection and enabling a heretofore flagging textile industry to prosper.

Under these conditions it is not surprising, therefore, that there should be good possibilities for the sale of many products used by textile manufacturers and these include threads, woollen knitting yarns (despite the fact that some types are made in large quantities domestically), knitting needles, sewing needles and corset and garment findings, such as shoulder pads, buckles and hooks and eyes.

As there are many Canadian firms who manufacture at least some of these lines, any of them not already represented in Mexico desirous of entering this market should send full particulars to the Commercial Counsellor for Canada, in Mexico City.

Trade and Tariff Regulations

Australian Tariff Changes Announced

Sydney, N.S.W., September 10, 1949.—(F.T.S.)—The Australian budget, which was submitted to the Commonwealth Parliament on September 7, 1949, provided for certain amendments in the customs tariff of that country, effective September 8, 1949.

Alterations of interest to Canadian exporters include the following:

| Goods | Former Rates British Prefer- ential | Rates Most- Favoured- Nation | New Rates British Prefer- ential | Rates Most- Favoured- Nation |
|--|--|---------------------------------------|---|---------------------------------------|
| Valves for wireless telegraphy and telephony, including rectifying valves .....each or, if higher .....ad val. | 4s. 3d. 17½% | 5s. 6d. 35% | 3s. 3d. 17½% | 4s. 6d. 35% |
| Cooking stoves and cooking ranges, designed to function on the heat storage principle, but not including cooking stoves and cooking ranges using gas or electricity: | | | | |
| Having a total roasting oven capacity of less than 4,000 cubic inches .....ad val. | 22½% | 42½% | Free | 12½% |
| Other .....ad val. | 22½% | 42½% | 22½% | 42½% |
| Cinematographs having a film width capacity not greater than 9.5 millimetres .....ad val. | Free | 10% | Duties unchanged. This item previously included the goods now under the following item. | |
| Cinematographs having a film width capacity greater than 9.5 millimetres, but not greater than 17.5 millimetres .....ad val. | Free | 10% | 15% | 25% |
| Cinematographs, n.e.i., including arc lamps for projection purposes .....ad val. | 30% | 57½% | 15% | 47½% |
| Films of a scenic, tourist or travel nature produced or issued by or on behalf of government authorities or railway, airway or steamship companies or authorities, as prescribed by Departmental By-laws | | | Free | Free |
| | | | A new sub-item. Mainly these films previously entered under temporary By-laws, free of duty. | |
| Outside packages, n.e.i., and outer coverings, including the sole containing package, in which goods are ordinarily imported, when containing such goods | | | Free | Free |
| | | | Previously at various rates according to the duties to which the goods were subject. | |
| Surgical and dental and veterinary instruments, appliances and materials (but not including furniture not specifically mentioned in this item) viz: | | | | |
| Instruments and appliances, viz: | | | | |
| Amputating, cupping, dissecting, examining (including dental chairs and examining tables), operating, veterinary, X-ray apparatus and accessories— | | | | |
| Others, as prescribed by Departmental By-laws .....ad val. | | | 7½% | 25% |
| | | | Previously entered free under By-law or at low rates of duty. | |

A further tariff proposal was introduced into Parliament on October 12, 1949, to operate on and from October 13, 1949. It provided for changes in

Trade and Tariff Regulations—Continued

rates of duty applicable to lenses, spectacles and spectacle frames, sun glasses and goggles, magnifying and reading glasses. Details of the changes are as follows:

| | | | | |
|--|--------------------------------------|------|------|------|
| Bifocal and multifocal lenses (including fused shapes for further manufacture into bifocal and multifocal lenses, whether ground or unground, polished or unpolished, and single-vision lenses | Single vision and multifocal lenses: | | | |
| ad val. | Other lenses and shapes: | | | |
| Lenses, edged, for spectacles, except bifocal lenses | ad val. | 27½% | 52½% | 10% |
| ad val. | ad val. | 12½% | 27½% | 10% |
| Spectacles, spectacle frames, sunglasses, and goggles: | | | | |
| Wholly or partly of gold or silver (not being included in next paragraph) | ad val. | Free | 12½% | 15% |
| Rolled-gold, gold-filled, gold-cased, gold-plated or gilt, including the articles named when fitted with pads, bridges or knuckles of gold | ad val. | Free | 12½% | 15% |
| Not elsewhere included in the tariff | ad val. | Free | 12½% | 15% |
| Magnifying and reading glasses, not being spectacles: | | | | |
| Wholly or partly of gold or silver (not being included in next paragraph) | ad val. | Free | 22½% | Free |
| Not elsewhere included in the tariff, including rolled-gold, gold-filled, gold-cased, gold-plated or gilt | ad val. | Free | 12½% | Free |

Canadian goods under the above items, having the required Canadian content and shipped in accordance with Australian regulations are entitled to British Preferential Tariff rates.

In addition to the tariff amendments outlined above, the budget provided for the elimination of primage duties on approximately four hundred items and sub-items of the tariff. The general rate of sales tax was reduced from 10 per cent ad valorem to 8½ per cent ad valorem, plus certain new exemptions and reductions from maximum 25 per cent to 8½ per cent.

Netherlands Exporters Empowered to Import Goods

The Hague, October 4, 1949.—(FTS)—Ten per cent of the net dollar proceeds collected by Netherlands exporters to Canada may be used by them for the purchase of Canadian merchandise, or of goods in other countries, provided there are no political or other reasons why this ten per cent should not be used in this way. Exporters are entitled unconditionally to the right to receive a licence for the importation of and payment for goods to be stipulated by themselves. This provision was set forth in the plan to increase exports to dollar countries.

List of Items Not Requiring Individual Export Permits Revised

Effective October 24, 1949, the list of goods for which individual permits were not required as from September 1st for shipment to countries known as area destinations was revised as follows: Agricultural implements, agricultural machinery, and agricultural tools, and parts thereof, excluding tractors; passenger automobiles and parts thereof, except ball bearings; brooms and brushes; business machines (typewriters, adding machines, cash registers, bookkeeping machines, calculating machines, duplicating equipment, etc.) and parts thereof; clocks, watches and time-pieces, and parts thereof; unexposed film; foodstuffs, oils and fats, other than those included in the list of items under export control; furs and fur skins; glass and manufactures thereof; hair and hair products; hand tools; hides and skins; household and personal effects; household equipment, and parts thereof, consisting of electric razors, floor polishers, food choppers and mixers, refrigerators and ice boxes, sad irons, sewing

Trade and Tariff Regulations—Concluded

machines, toasters, waffle irons, washing machines and vacuum cleaners; inks and writing materials; lamps and lanterns, and parts thereof, excluding incandescent mantels; leather and leather manufactures; needles; optical frames and lenses, finished and unfinished; paints and paint products, except luminous; paintings and objets d'art; paper and paper products, except building boards, and except technical data; penicillin; pens and pencils, and parts thereof; plastic manufactures, consisting of spectacle frames, combs, barrettes, hair notions, tumblers, bowls, trays, plates, cups, saucers and similar household articles; religious items and objects; soap; sporting goods; streptomycin; surgical instruments and appliances; textile yard goods, except nylon; wearing apparel; wines, alcoholic beverages.

The Export Permit Branch has issued permit SPL-1597 to the Customs and Excise Division of the Department of National Revenue, under which all shipments of these items may be made.

Portugal Has Adverse Balance in Trade With Canada This Year

Imports totalled 153,822 contos in first six months of 1949, as compared with exports of only 18,577 contos—Unfavourable balance with hard-currency countries depleting dollar reserves despite restrictions—Long-term outlet for exports reasonably good.

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

(Editor's Note—This is the first in a series of three articles on economic and commercial conditions in Portugal, prepared for *Foreign Trade*. One escudo equalled \$0.04 Canadian before devaluation; one conto equalled approximately \$40.00 Canadian.)

L ISBON, August 31, 1949.—Portugal continued to show an unfavourable balance on the exchange of goods with Canada during the first six months of 1949. Imports from Canada in the January to June period totalled 153,822 contos, while exports to that market only amounted to 18,577 contos, leaving an adverse balance of 135,245 contos.

The unfavourable balance with the hard-currency countries is fast depleting Portugal dollar reserves. A quota for dollar imports into Portugal, fixed by the Conselho Técnico Corporativo during the last months of 1948 and the first months of 1949, was approximately \$4,000,000 a month. Dollar imports have been for goods considered essential. However, coal, wheat and petroleum are being authorized outside the limit of the quota in quantities necessary to meet the country's requirements.

During the earlier part of 1949 the monthly amount of exchange authorized exceeded that for the last part of 1948, due to the disposal of the back-log of pending licence applications.

Portugal presently finds herself in contradictory circumstances. On the one hand, she must secure as many agreements as possible in order to open a way for exports, avoiding at the same time imports to use up the available foreign exchange. On the other hand, she must reject a system that imposes severe restrictions and must contribute as much as possible to establish a better policy as regards mutual trade all over the world.

In connection with multilateral trade, recommendations were formulated by Portugal to the International Trade Organization to eliminate restricted methods of trading. An outstanding victim of the actual trading system, Portugal is one of the outstanding "deficit" countries. Portugal is in favour of promoting a better system of trade by balancing the advantages and disadvantages of her present system.

Foreign Trade Position Disappointing

During the first part of this year, foreign trade is far from showing the satisfactory results expected. The deficit of the international balance of payment continues to increase, the year 1948 indicating an increase of 10 per cent in imports as compared with the same period in 1947, despite the restrictions in force. This increase in imports is explained partly by the purchase of ships amounting to 215 million escudos.

Foreign Trade of Portugal

| | Imports | Exports | Balance |
|----------------------------|-------------------|---------|---------|
| | (000,000 escudos) | | |
| 1945 | 3,296 | 2,469 | — 827 |
| 1946 | 5,823 | 3,554 | —2,269 |
| 1947 | 8,718 | 3,172 | —5,546 |
| 1948 | 9,479 | 3,073 | —6,460 |
| 1948—January to June | 4,238 | 1,504 | —2,734 |
| 1949—January to June | 4,599 | 1,209 | —3,390 |

The general long-term outlook for Portuguese exports appears to be reasonably good, although the reduction in volume during 1948 is disturbing. Increased production with lower prices would help to restore the former export volume. Since the war, Portuguese products, such as sardines and wines, were imported by the Western Hemisphere. Development of the Portuguese textile industry indicates that Portugal plans to enter the export market with this type of product.

The most interesting feature of the Portuguese import program is the volume of machinery and equipment, which exceed all other imports and accounts for 20 per cent of the total imports of Continental Portugal. This reflects the desire to accelerate the industrialization of the country.

During 1948 imports were valued at approximately 9,479,000 contos, with exports valued at 3,073,000 contos, leaving an unfavourable balance of 6,460,000 contos.

Principal Sources of Imports into Portugal

| | Contos | |
|---------------------|-----------|----------------|
| United States | 2,351,217 | (\$94,048,680) |
| Great Britain | 2,312,644 | (\$92,505,760) |
| Belgium | 886,796 | (\$35,471,840) |
| Argentina | 514,280 | (\$20,571,200) |
| Venezuela | 252,039 | (\$10,081,560) |

Purchases from the United States included 751,260 contos of foodstuffs, 704,165 contos of raw materials and 640,062 contos of equipment and machinery. Britain supplied 1,398,815 contos of equipment and machinery. Belgium supplied 633,209 contos of raw materials. Argentina shipped foodstuffs valued at 502,306 contos and Venezuela sold raw materials for industry totalling 252,011 contos. Of the total imports, Mozambique, Angola and Guinea supplied 871,132 contos worth.

Total Portuguese exports for 1948 were valued at approximately 3,073,000 contos. A total of 1,222,006 contos was shipped to the Portuguese colonies. Principal exports included raw materials and foodstuffs. Great Britain was the principal customer, purchases amounting to 756,094 contos.

The United States was second, with shipments totalling 436,976 contos, followed by Belgium, Brazil, France and Holland.

Portugal realizes the seriousness of her present situation and, as a result, is seeking assistance from the Economic Co-operation Administration.

Scottish Trade Mission Coming to Canada

Glasgow, October 18, 1949.—(FTS)—Sir Steven Bilsland, Bt., chairman of the executive committee, Scottish Council (Development and Industry), is heading a trade mission to the United States and Canada in an effort to stimulate interest in Scottish goods. While in Canada, the mission plans to establish a Canadian committee of the Scottish Council, similar to committees in New York and London. Participation by Scottish firms in the Canadian International Trade Fair will also be discussed.

Other members of the mission are: R. A. Maclean, chairman of the exhibition committee, Scottish Council; James Maxwell, chairman of the London committee; and Dr. Christopher Macrae, secretary of the Scottish Council. They are scheduled to arrive in Toronto on November 7 from the United States, remaining there until November 11, when they will proceed to Montreal for three days. They plan to spend November 15 and 16 in Ottawa, and to sail from Montreal on November 18.

Canadian Asbestos Monthly Shipments Set Record

Shipments of asbestos from Canadian mines rose sharply in August, reaching an all-time record monthly total of 72,100 tons, as compared with 64,700 in the preceding month, and 64,200 in the corresponding month last year.

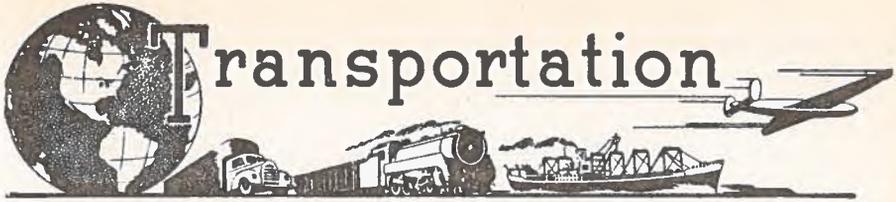
Export shipments of asbestos were also higher in the month, but lower in the eight-month period. In August, exports increased to 70,500 tons from 53,000 in July, and 59,000 in August last year. In the cumulative period, 269,000 tons were exported, as against 435,800 in the like 1948 period.—(*Dominion Bureau of Statistics, October 18, 1949.*)

Canadian Raw Fur Production Increased

Production of raw furs in Canada in the twelve months ending June 30, 1948, had a value of \$32,233,000, showing an increase of \$5,883,000 over the preceding year, but a decline of \$11,638,000 from 1945-46. The number of pelts taken during the year was 7,952,146, wild life accounting for 7,209,120, and ranch-raised animals for the remaining 743,026. In the preceding year, the total number of pelts was 7,486,914.

In value, mink was in the lead at \$11,084,584, being 27 per cent more than in the preceding season. Muskrat was next in order at \$9,518,064 as against \$5,431,833, followed by beaver at \$4,382,241 compared with \$3,760,045, silver fox \$1,583,006 compared with \$2,080,668, squirrel \$1,577,887 compared with \$1,288,751, and ermine \$1,201,271 compared with \$844,589. Platinum fox had a value of \$660,147 against \$722,270, white fox \$616,210 against \$907,920, and marten \$415,898 against \$670,412.

The export value of Canadian raw furs amounted to \$27,458,079, an increase of 11.4 per cent over the 1946-47 season. Mink again led with \$12,500,000, all fox pelts at \$3,600,000, and muskrat at \$3,100,000. Imports of undressed skins also increased, being valued at \$19,877,868 as compared with \$15,235,092. Persian lamb skins were again the highest in value at \$8,300,000, and muskrat pelts next at \$4,600,000.—(*Dominion Bureau of Statistics, October 15, 1949.*)



Ocean-Going Sailing Schedules

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

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

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

DEPARTURES FROM MONTREAL

* Calls at 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..... | November 3-12 | <i>Cabano</i> | Elder Dempster |
| Port Elizabeth..... | November 20-25 | <i>A Ship</i> | March Shipping |
| East London..... | November 25 | <i>Norden</i> | Shipping Limited |
| Durban..... | November 26 | <i>Thorshall</i> | Kerr Steamships |
| Beira..... | November 3-12 | <i>Cabano</i> | Elder Dempster |
| Lourenço Marques.. | | | |
| Beira..... | November 26 | <i>Thorshall</i> | Kerr Steamships |
| Mombasa..... | | | |
| Lourenço Marques.. | November 3-12 | <i>Cabano</i> | Elder Dempster |
| | November 25 | <i>Norden</i> | Shipping Limited |
| Argentina— Buenos Aires..... | November 10-14 | <i>Bowhill</i> | Cunard Donaldson |
| | November 10-11 | <i>Mormacsaga</i> | Montreal Shipping |
| Australia— | | | |
| Brisbane..... | | | |
| Sydney..... | | | |
| Geelong..... | November 18-23 | <i>City of Delhi</i> | Montreal Australia |
| Melbourne..... | | | New Zealand Line |
| Adelaide..... | | | |
| | November 4-12 | <i>Stegholm</i> | Swedish American |
| | November 10 | <i>Svanefjell</i> | Furness Withy |
| | November 11-18 | <i>Mont Alta</i> | Shipping Limited |
| | November 15-21 | <i>Wanstead</i> | Montreal Shipping |
| | November 15 | <i>Prins Johan Willem</i> | Cunard Donaldson |
| | | <i>Priso</i> | Shipping Limited |
| Belgium— Antwerp..... | November 19-25 | <i>Rouen</i> | Furness Withy |
| | November 21 | <i>Prins Maurils</i> | Shipping Limited |
| | November 21 | <i>Grey County</i> | Canada Steamships |
| | November 22-29 | <i>Tidaholm</i> | Swedish American |
| | November 24 | <i>Carmelfjell</i> | Brook Shipping |
| | November 25 | <i>Prins Willem Van</i> | |
| | | <i>Oranje</i> | Shipping Limited |
| | November 25 | <i>Prins Alexander</i> | Shipping Limited |
| | November 30 | <i>Ornefjell</i> | Brook Shipping |

DEPARTURES FROM MONTREAL—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|--|--|---|--|
| Brazil— Rio de Janeiro..... } Santos..... } | November 10-11 November 10-14 | <i>Mormacsaga</i> <i>Bowhill</i> | Montreal Shipping Cunard Donaldson |
| Ceylon— Colombo..... | November 12-17 | <i>City of Carlisle</i> | McLean Kennedy |
| China— Shanghai..... | November 10-15 | <i>A Ship</i> | Canada Asiatic |
| Colombia— Barranquilla..... | { November 8-9 November 10-17 | *† <i>Apollo</i> (r) † <i>Vigor</i> | Saguenay Terminals Swedish American |
| Cuba— Havana..... | { November 8-9 November 18-24 | *† <i>Apollo</i> (r) † <i>Vretaholm</i> | Saguenay Terminals Swedish American |
| Denmark— Copenhagen..... | { November 4-12 November 22 November 22-29 | <i>Stegholm</i> <i>Makefjell</i> <i>Tidaholm</i> | Swedish American Brock Shipping Swedish American |
| Dominican Republic— Ciudad Trujillo..... | November 19-21 | *† <i>Benny</i> (r) | Saguenay Terminals |
| Egypt— Alexandria..... } Port Said..... } Suez..... } | November 5-11 | <i>Myrmidon</i> | Cunard Donaldson |
| Finland— Helsinki..... | { November 4-12 November 22-29 | <i>Stegholm</i> <i>Tidaholm</i> | Swedish American Swedish American |
| France— Le Havre..... | { November 4-12 November 15 November 19-15 November 21 November 21 November 22-29 November 25 November 25 | <i>Stegholm</i> <i>Prins Johan Willem</i> <i>Friso</i> <i>Rouen</i> <i>Prins Maurits</i> <i>Grey County</i> <i>Tidaholm</i> <i>Prins Willem Van Oranje</i> <i>Prins Alexander</i> | Swedish American Shipping Limited Furness Withy Shipping Limited Canada Steamships Swedish American Shipping Limited Shipping Limited |
| Marseilles..... | November 12-17 | <i>Capo Vita</i> | Furness Withy |
| Germany— Hamburg..... | { November 11-18 November 15-21 November 15 November 21 November 25 November 25 | <i>Mont Alta</i> <i>Wanstead</i> <i>Prins Johan Willem</i> <i>Friso</i> <i>Prins Maurits</i> <i>Prins Willem Van Oranje</i> <i>Prins Alexander</i> | Montreal Shipping Cunard Donaldson Shipping Limited Shipping Limited Shipping Limited Shipping Limited |
| Hong Kong | { November 10 November 12-17 | <i>Leza Maersk</i> <i>City of Carlisle</i> | Robert Reford McLean Kennedy |
| India— Bombay..... } Madras..... } Calcutta..... } | November 10-15 November 12-17 | <i>A Ship</i> <i>City of Carlisle</i> | Canada Asiatic McLean Kennedy |
| Indonesia— Batavia..... } Samarang..... } Soerabaya..... } Cheribon..... } Belawan-Deli..... } | November 5-11 | <i>Myrmidon</i> | Cunard Donaldson |

DEPARTURES FROM MONTREAL—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|------------------------------|------------------------------------|--|--|
| Ireland— | | | |
| Dublin..... | { November 8-12 November 19-23 | <i>Inishowen Head</i> | McLean Kennedy |
| Dublin..... | | <i>Fanad Head</i> | McLean Kennedy |
| Dublin..... | November 24 | <i>Irish Cedar</i> | Shipping Limited |
| Cork..... | | | |
| Italy— | | | |
| West Coast Ports... | November 12-17 | <i>Capo Vita</i> | Furness Withy |
| Japan— | | | |
| Kobe..... | November 10 | <i>Leza Maersk</i> | Robert Reford |
| Yokohama..... | | | |
| Keelung..... | | | |
| Malaya— | | | |
| Penang..... | November 5-11 | <i>Myrmidon</i> | Cunard Donaldson |
| Port Swettenham... | | | |
| Mexico— | | | |
| Veracruz..... | November 18-24 | † <i>Vretaholm</i> | Swedish American |
| Tampico..... | | | |
| | November 4-12 | <i>Stegeholm</i> | Swedish American |
| | November 10 | <i>Svanefjell</i> | Brock Shipping |
| | November 11-18 | <i>Mont Alta</i> | Montreal Shipping |
| | November 15-21 | <i>Wanstead</i> | Cunard Donaldson |
| | November 15 | <i>Prins Johan Willem</i> | |
| Netherlands— | | | |
| Amsterdam..... | November 21 | <i>Friso</i> | Shipping Limited |
| Rotterdam..... | November 21 | <i>Grey County</i> | Canada Steamships |
| | November 22-29 | <i>Prins Maurits</i> | Shipping Limited |
| | November 24 | <i>Tidaholm</i> | Swedish American |
| | November 25 | <i>Carmelfjell</i> | Brock Shipping |
| | November 25 | <i>Prins Willem Van Oranje</i> | Shipping Limited |
| | November 30 | <i>Prins Alexander Ornefjell</i> | Shipping Limited Brock Shipping |
| Netherlands Antilles— | | | |
| Curaçao..... | November 10-17 | † <i>Vigor</i> | Swedish American |
| Curaçao..... | November 19-21 | *† <i>Benny (r)</i> | Saguenay Terminals |
| Aruba..... | | | |
| New Zealand— | | | |
| Auckland..... | November 14-20 | <i>City of St. Albans</i> | Montreal Australia New Zealand Line |
| Wellington..... | | | |
| Lyttelton..... | | | |
| Dunedin..... | | | |
| Bluff..... | | | |
| Northern Ireland— | | | |
| Belfast..... | { November 12-16 November 21-25 | <i>Lord O' Neill</i> <i>Ramore Head</i> | McLean Kennedy McLean Kennedy |
| Norway— | | | |
| Oslo..... | November 4-12 | <i>Stegeholm</i> | Swedish American |
| Stavanger..... | November 15 | <i>Ranensfjord</i> | Kerr Steamships |
| Kristiansand..... | November 20 | <i>Lyngensfjord</i> | Kerr Steamships |
| Bergen..... | November 22 | <i>Makefjell</i> | Brock Shipping |
| | November 22-29 | <i>Tidaholm</i> | Swedish American |
| Trondheim..... | { November 15 November 20 | <i>Ranensfjord</i> <i>Lyngensfjord</i> | Kerr Steamships Kerr Steamships |
| Pakistan— | | | |
| Karachi..... | November 12-17 | <i>City of Carlisle</i> | McLean Kennedy |
| Karachi..... | November 10-15 | <i>A Ship</i> | Canada Asiatic |
| Chittagong..... | | | |
| Philippines— | | | |
| Manila..... | November 10 | <i>Leza Maersk</i> | Robert Reford |
| Iloilo..... | | | |
| Cebu..... | | | |

DEPARTURES FROM MONTREAL—Concluded

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|--|--|
| uerto Rico— San Juan..... | { November 10-17 November 19-21 | † <i>Vigor</i> *† <i>Benny</i> (r) | Swedish American Saguenay Terminals |
| Singapore..... | November 5-11 | <i>Myrmidon</i> | Cunard Donaldson |
| Sweden— Gothenburg..... Malmö..... Norrköping..... Stockholm..... | { November 4-12 November 22-29 | <i>Stegholm</i> <i>Tidaholm</i> | Swedish American Swedish American |
| United Kingdom— Avonmouth..... Swansea..... | { November 8-14 November 14-21 November 16-21 | <i>Egidia</i> <i>Norwegian</i> <i>Montreal City</i> | Furness Withy Cunard Donaldson Furness Withy |
| Glasgow..... | { November 7-14 November 12-20 | * <i>Salacia</i> (r) <i>Laurentia</i> | Cunard Donaldson Cunard Donaldson |
| Leith..... Newcastle..... | { November 8-14 November 18-23 | <i>Cairnesk</i> <i>Cairnvalona</i> | Furness Withy Furness Withy |
| Liverpool..... | { November 5-13 November 8-12 November 11 November 11 November 12-16 November 15-25 November 17-24 November 19-23 November 21-25 November 25 | * <i>Arabia</i> (r) <i>Inishowen Head</i> <i>Beaverburn</i> (r) <i>Empress of Canada</i> (r) <i>Lord O' Neill</i> <i>Seaboard Queen</i> * <i>Vardulia</i> <i>Fanad Head</i> <i>Ramore Head</i> <i>Empress of France</i> (r) | Cunard Donaldson McLean Kennedy Canadian Pacific Canadian Pacific McLean Kennedy March Shipping Cunard Donaldson McLean Kennedy McLean Kennedy Canadian Pacific |
| London..... | { November 10 November 10-15 November 15 November 16-22 November 24 November 27 November 30 | <i>Svanefjell</i> * <i>Sibley Park</i> <i>Beaverlake</i> (r) <i>Asia</i> (r) <i>Carmelfjell</i> <i>Beaverlyen</i> (r) <i>Ornefjell</i> | Brock Shipping Cunard Donaldson Canadian Pacific Cunard Donaldson Brock Shipping Canadian Pacific Brock Shipping |
| Manchester..... | { November 9-12 November 16-19 November 17-22 | <i>Manchester Regiment</i> (r) <i>Manchester Progress</i> (r) <i>Manchester Shipper</i> (r) | Furness Withy Furness Withy Furness Withy |
| Uruguay— Montevideo..... | { November 10-11 November 10-14 | <i>Mormacsaga</i> <i>Bowhill</i> | Montreal Shipping Cunard Donaldson |
| Venezuela— La Guaira..... Maracaibo..... Puerto Cabello..... | { November 8-9 November 10-17 | *† <i>Apollo</i> (r) † <i>Vigor</i> | Saguenay Terminals Swedish American |
| Puerto Cabello..... La Guaira..... | { November 19-21 | *† <i>Benny</i> (r) | Saguenay Terminals |
| West Indies— Jamaica..... Bahamas..... | { November 14 November 24 | <i>Canadian Victor</i> * <i>Canadian Conqueror</i> | Canadian National Canadian National |
| Antigua..... Barbados..... Bermuda..... British Guiana..... Dominica..... Grenada..... Montserrat..... St. Kitts..... St. Lucia..... St. Vincent..... Trinidad..... | { November 9-15 November 13-22 November 18-25 | * <i>Canadian Constructor</i> * <i>Alcoa Pennant</i> (r) <i>Lady Nelson</i> (r) | Canadian National Alcoa Steamships Canadian National |

DEPARTURES FROM QUEBEC
(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|--|----------------|----------------------|-------------------|
| United Kingdom— Liverpool..... | November 14-17 | <i>Franconia</i> (r) | Cunard Donaldson |

DEPARTURES FROM HALIFAX

* Calls at Saint John.

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|---|--|---|--|
| Aden— Port Aden..... | December 13-18 | <i>Eurybates</i> | Cunard Donaldson |
| British Honduras— Belize..... | December 7-8 | * <i>Sundial</i> | Saguenay Terminals |
| Canal Zone— Cristobal..... | December 7-8 | * <i>Sundial</i> | Saguenay Terminals |
| Colombia— Barranquilla..... | December 5-10 | * <i>Svanholm</i> | Swedish American |
| Cuba— Santiago..... | November 12-14 | <i>Magister</i> | Pickford and Black |
| Havana..... | December 7-8 | * <i>Sundial</i> | Saguenay Terminals |
| Egypt— Alexandria..... } Port Said..... } Suez..... } | December 13-18 | <i>Eurybates</i> | Cunard Donaldson |
| Guatemala— Puerto Barrios..... | December 7-8 | * <i>Sundial</i> | Saguenay Terminals |
| Indonesia— Batavia..... } Samarang..... } Soerabaya..... } Cheribon..... } | December 13-18 | <i>Eurybates</i> | Cunard Donaldson |
| Jamaica— Kingston..... | November 12-14 | <i>Magister</i> | Pickford and Black |
| Malaya— Penang..... } Port Swettenham.. } | December 13-18 | <i>Eurybates</i> | Cunard Donaldson |
| Netherlands Antilles— Curaçao..... | December 5-10 | * <i>Svanholm</i> | Swedish American |
| Puerto Rico— San Juan..... | December 5-10 | * <i>Svanholm</i> | Swedish American |
| Singapore..... | December 13-18 | <i>Eurybates</i> | Cunard Donaldson |
| United Kingdom— Liverpool..... | { November 12-17 { Nov. 27-Dec. 1 { Nov. 29-Dec. 3 | <i>Nova Scotia</i> (r) <i>Samaria</i> (r) <i>Newfoundland</i> (r) | Furness Withy Cunard Donaldson Furness Withy |
| Southampton..... | { November 3 { November 24 | <i>Aquitania</i> <i>Aquitania</i> | Cunard Donaldson Cunard Donaldson |
| Venezuela— La Guaira..... } Maracaibo..... } Puerto Cabello..... } | December 5-10 | * <i>Svanholm</i> | Swedish American |

DEPARTURES FROM HALIFAX—Concluded

| Destination | Loading Date | Vessel | Operator or Agent |
|---------------------|----------------------------------|--------------------------------|--------------------------------------|
| West Indies— | | | |
| Antigua..... | Nov. 29–Dec. 8 December 13–22 | <i>A Ship</i> <i>A Ship</i> | Alcoa Steamships Alcoa Steamships |
| Barbados..... | | | |
| Bermuda..... | | | |
| British Guiana..... | | | |
| Dominica..... | | | |
| Grenada..... | | | |
| Montserrat..... | | | |
| St. Kitts..... | | | |
| St. Lucia..... | | | |
| St. Vincent..... | | | |
| Trinidad..... | | | |

DEPARTURES FROM SAINT JOHN

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|---------------------------------|---|---|---|
| Africa-South and East— | | | |
| Cape Town..... | December 3–13 December 15 December 27 | <i>Calumet</i> <i>Morgenster</i> <i>Thorsisle</i> | Elder Dempster Shipping Limited Kerr Steamships |
| Port Elizabeth..... | | | |
| East London..... | | | |
| Durban..... | | | |
| Lourenço Marques. Beira..... | | | |
| Mombasa..... | December 27 | <i>Thorsisle</i> | Kerr Steamships |
| Belgium— | | | |
| Antwerp..... | December 20 | <i>Hada County</i> | Canada Steamships |
| France— | | | |
| Le Havre..... | December 20 | <i>Hada County</i> | Canada Steamships |
| Netherlands— | | | |
| Amsterdam..... | December 20 | <i>Hada County</i> | Canada Steamships |
| Rotterdam..... | | | |
| United Kingdom— | | | |
| London..... | Nov. 25–Dec. 2 | * <i>Valacia</i> (r) | 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..... | December 12 | <i>Silveroak</i> | Dingwall Cotts |
| Port Elizabeth..... | | | |
| East London..... | | | |
| Durban..... | | | |
| Lourenço Marques.) | | | |
| Argentina— | | | |
| Buenos Aires..... | December 5 | <i>Ravnanger</i> | Empire Shipping |
| Australia— | | | |
| Sydney..... | November 12 | <i>Sierra</i> <i>Alameda</i> | Dingwall Cotts |
| Melbourne..... | Early December | | Dingwall Cotts |
| Sydney..... | Mid-November December | <i>Mongabarra</i> <i>Kanangoora</i> | Empire Shipping |
| Melbourne..... | | | Empire Shipping |
| Adelaide..... | | | |
| Sydney..... | December 16 | <i>Aorangi</i> | Canadian Australasian |

DEPARTURES FROM VANCOUVER—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|--|---|--|--|
| Belgium— Antwerp..... | {November 12 November 29 Late November December 28 | <i>Wyoming</i> <i>Bio Bio (r)</i> <i>Delftdyk</i> <i>Washington</i> | Empire Shipping Gardner Johnson Royal Mail Line Empire Shipping |
| Brazil— Rio de Janeiro..... Santos..... | December 5 | <i>Ravnanger</i> | Empire Shipping |
| Canal Zone— Balboa..... Panama City..... | {November 11 November 17 November 20 December 5 | <i>Santa Leonor</i> <i>Gunner's Knot</i> <i>Anchor Hitch</i> <i>Ravnanger</i> | Gardner Johnson Gardner Johnson Gardner Johnson Empire Shipping |
| Cristobal..... | {November 17 November 20 | <i>Gunner's Knot</i> <i>Anchor Hitch</i> | Gardner Johnson Gardner Johnson |
| Ceylon— Colombo..... | {November 24 December 4 | <i>Høegh Silverbeam</i> <i>Utrecht</i> | Dingwall Cotts Dingwall Cotts |
| Chile— Arica..... Antofagasta..... Valparaiso..... | November 11 | <i>Santa Leonor</i> | Gardner Johnson |
| Antofagasta..... Valparaiso..... | December 5 | <i>Ravnanger</i> | Empire Shipping |
| China— Shanghai..... Tsingtao..... Taku Bar..... | November 11-12 | <i>Java Mail</i> | Canadian Blue Star |
| Shanghai..... | {November 23-24 December 2-3 | <i>Ocean Mail (r)</i> <i>Island Mail (r)</i> | Canadian Blue Star Canadian Blue Star |
| Colombia— Barranquilla..... | {November 17 November 20 December 12 | <i>Gunner's Knot</i> <i>Anchor Hitch</i> <i>Glimmaren</i> | Gardner Johnson Gardner Johnson Empire Shipping |
| Costa Rica— Puntarenas..... | December 12 | <i>Glimmaren</i> | Empire Shipping |
| Cuba— Havana..... Santiago..... | Early November | <i>Sapho</i> | Empire Shipping |
| Ecuador— Guayaquil..... | November 11 | <i>Santa Leonor</i> | Gardner Johnson |
| El Salvador— La Libertad..... La Union..... | {November 17 November 20 December 12 | <i>Gunner's Knot</i> <i>Anchor Hitch</i> <i>Glimmaren</i> | Gardner Johnson Gardner Johnson Empire Shipping |
| Fiji Islands— Suva..... | December 16 | <i>Aorangi</i> | Canadian Australasian |
| France— Le Havre..... Bordeaux..... Dunkirk..... | November 12 December 28 | <i>Wyoming</i> <i>Washington</i> | Empire Shipping Empire Shipping |
| Germany— Hamburg..... | {Mid-November November 29 Late November | <i>Pacific Exporter</i> <i>Bio Bio (r)</i> <i>Delftdyk</i> | Furness Withy Gardner Johnson Royal Mail Lines |
| Guatemala— San Jose..... Guatemala City.... | {November 17 November 20 December 12 | <i>Gunner's Knot</i> <i>Anchor Hitch</i> <i>Glimmaren</i> | Gardner Johnson Gardner Johnson Empire Shipping |

DEPARTURES FROM VANCOUVER—Continued

| Destination | Loading Date | Vessel | Operator or Agent |
|---|------------------|-------------------------|-----------------------|
| Hawaii— Honolulu | December 16 | <i>Aorangi</i> | Canadian Australasian |
| Hong Kong | { November 10 | <i>Kookaburra</i> | Empire Shipping |
| | { November 11-12 | <i>Java Mail</i> | Canadian Blue Star |
| | { November 23-24 | <i>Ocean Mail (r)</i> | Canadian Blue Star |
| | { Late November | <i>Nikobar</i> | Johnson Walton |
| | { Late November | <i>Oregon</i> | Dodwell and Compan |
| | { December 2 | <i>Vingnes</i> | Empire Shipping |
| | { December 2-3 | <i>Island Mail (r)</i> | Canadian Blue Star |
| India— Bombay | November 24 | <i>Høegh Silverbeam</i> | Dingwall Cotts |
| Madras | { November 14 | <i>Zeeman</i> | Dingwall Cotts |
| Calcutta | { December 14 | <i>Høegh Trader</i> | Dingwall Cotts |
| Bombay | { Late November | <i>Eagle</i> | Canadian Transport |
| Calcutta | { December 4 | <i>Utrecht</i> | Dingwall Cotts |
| Madras | { November 3-4 | <i>Oregon Mail (r)</i> | Canadian Blue Star |
| | { December 9-10 | <i>India Mail</i> | Canadian Blue Star |
| Indonesia— Batavia | { November 14 | <i>Zeeman</i> | Dingwall Cotts |
| Samarang | { November 24 | <i>Høegh Silverbeam</i> | Dingwall Cotts |
| Soerabaya | { December 4 | <i>Utrecht</i> | Dingwall Cotts |
| Cheribon | { December 14 | <i>Høegh Trader</i> | Dingwall Cotts |
| Israel— Haifa | { Early November | <i>Sapho</i> | Empire Shipping |
| Tel-Aviv | { Mid-December | <i>A Ship</i> | Empire Shipping |
| Japan— Yokohama | { November 11-12 | <i>Java Mail</i> | Canadian Blue Star |
| | { November 23-24 | <i>Ocean Mail (r)</i> | Canadian Blue Star |
| | { Late November | <i>Oregon</i> | Dodwell and Company |
| | { December 2-3 | <i>Island Mail (r)</i> | Canadian Blue Star |
| | { December 9-10 | <i>India Mail</i> | Canadian Blue Star |
| Malaya— Penang | { December 4 | <i>Utrecht</i> | Dingwall Cotts |
| Port Swettenham | { December 9-10 | <i>India Mail</i> | Canadian Blue Star |
| Mexico— Manzanillo | { November 17 | <i>Gunner's Knot</i> | Gardner Johnson |
| Acapulco | { November 20 | <i>Anchor Hitch</i> | Gardner Johnson |
| Netherlands— Rotterdam | Late November | <i>Delftdyk</i> | Royal Mail Lines |
| Rotterdam | { November 12 | <i>Wyoming</i> | Empire Shipping |
| Amsterdam | { December 28 | <i>Washington</i> | Empire Shipping |
| New Caledonia— Noumea | November 23 | <i>Thorscape</i> | Empire Shipping |
| New Hebrides— Port Vila | November 23 | <i>Thorscape</i> | Empire Shipping |
| New Zealand— Wellington | November 12 | <i>Sierra</i> | Dingwall Cotts |
| Auckland | { December 16 | <i>Aorangi</i> | Canadian Australasian |
| | { Early December | <i>Alameda</i> | Dingwall Cotts |
| Pakistan— Karachi | November 24 | <i>Høegh Silverbeam</i> | Dingwall Cotts |
| Persian Gulf | November 24 | <i>Høegh Silverbeam</i> | Dingwall Cotts |
| Peru— Callao | { November 11 | <i>Santa Leonor</i> | Gardner Johnson |
| Mollendo | { December 5 | <i>Ravnanger</i> | Empire Shipping |

DEPARTURES FROM VANCOUVER—Concluded

| Destination | Loading Date | Vessel | Operator or Agent | | | | |
|--|-----------------|-------------------------|---------------------|---|---------------|----------------------------|--------------------|
| Philippines— Manila..... Hilo..... Cebu..... | November 11-12 | <i>Java Mail</i> | Canadian Blue Star | | | | |
| | November 14 | <i>Zeeman</i> | Dingwall Cotts | | | | |
| | November 23-24 | <i>Ocean Mail (r)</i> | Canadian Blue Star | | | | |
| | November 24 | <i>Høegh Silverbeam</i> | Dingwall Cotts | | | | |
| | Late November | <i>Oregon</i> | Dodwell and Company | | | | |
| | December 2-3 | <i>Island Mail (r)</i> | Canadian Blue Star | | | | |
| Manila..... Cebu..... | December 4 | <i>Utrecht</i> | Dingwall Cotts | | | | |
| | December 9-10 | <i>India Mail</i> | Canadian Blue Star | | | | |
| | December 14 | <i>Høegh Trader</i> | Dingwall Cotts | | | | |
| | November 10 | <i>Kookaburra</i> | Empire Shipping | | | | |
| | Late November | <i>Nikobar</i> | Johnson Walton | | | | |
| December 2 | <i>Vingnes</i> | Empire Shipping | | | | | |
| Samoa— Apia..... | November 23 | <i>Thorscape</i> | Empire Shipping | | | | |
| Pago-Pago..... | November 12 | <i>Sierra</i> | Dingwall Cotts | | | | |
| | December | <i>Alameda</i> | Dingwall Cotts | | | | |
| Singapore..... | November 14 | <i>Zeeman</i> | Dingwall Cotts | | | | |
| | November 24 | <i>Høegh Silverbeam</i> | Dingwall Cotts | | | | |
| | December 4 | <i>Utrecht</i> | Dingwall Cotts | | | | |
| | December 9-10 | <i>India Mail</i> | Canadian Blue Star | | | | |
| | December 14 | <i>Høegh Trader</i> | Dingwall Cotts | | | | |
| Society Islands— Papeete..... | November 23 | <i>Thorscape</i> | Dingwall Cotts | | | | |
| Sweden— Stockholm..... Gothenburg..... Norrköping..... Malmö..... | November 29 | <i>Bio Bio (r)</i> | Gardner Johnson | | | | |
| | | | | United Kingdom— Manchester..... | Mid-November | <i>Pacific Exporter</i> | Furness Withy |
| | | | | | Late November | <i>Pacific Shipper (r)</i> | Furness Withy |
| | | | | | Mid-December | <i>Pacific Fortune (r)</i> | Furness Withy |
| London..... Manchester..... | Late November | <i>Cape Hawke</i> | Balfour Guthrie | | | | |
| | | | | London..... Liverpool..... | Late November | <i>Thirlby</i> | Canadian Blue Star |
| Late November | <i>Delftdyk</i> | Royal Mail Lines | | | | | |
| Unstated Ports..... | November 11-26 | <i>Lake Shawmigan</i> | Empire Shipping | | | | |
| | Late November | <i>Leeds City</i> | Dodwell and Company | | | | |
| | Late November | <i>Eastern City</i> | Dodwell and Company | | | | |
| | Late November | <i>Punta Masco</i> | Seaboard Shipping | | | | |
| | November 29 | <i>Bio Bio (r)</i> | Gardner Johnson | | | | |
| Uruguay Montevideo..... | December 5 | <i>Ravnanger</i> | Empire Shipping | | | | |
| Venezuela— Maracaibo..... Puerto Cabello..... La Guaira..... | November 17 | <i>Gunner's Knot</i> | Gardner Johnson | | | | |
| | November 20 | <i>Anchor Hitch</i> | Gardner Johnson | | | | |
| | December 12 | <i>Glimmaren</i> | Empire Shipping | | | | |

Jute Production in Brazil Under Consideration

Rio de Janeiro, October 7, 1949.—(F'TS)—Jute production in the State of Pernambuco is now under consideration, following successful experiments carried out in various parts of the state by the agricultural service. Especially favourable conditions exist on Jatinan Island, soil and climatic conditions both being suitable for jute production.

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 St. John's, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with St. John's, 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. |

Malayan Electric Power Output to be Increased

Singapore, July 15, 1949.—(FTS)—Postwar shortages of electric power throughout Malaya are to be corrected fairly shortly, if a bill now before the Legislative Council of the Federation receives approval. The present situation is due not only to war damage to plant but to a marked increase in the demand for power for both industrial and domestic use. As a preliminary step in providing additional power, the Federation Government may reduce the scope of its electricity department and establish a government-controlled but commercially operated electricity board, similar in its composition and powers to electric power authorities in many other countries. It is also proposed that coal- and oil-burning plants be constructed to meet urgent current demands and that various hydro-electric power sites in the highlands, in the centre of the peninsula, be developed as the basis of a long-term scheme of power supply for the whole country.

Hydro-electric power production is a leading topic in government and industrial circles in North Borneo. Surveys of power sites in the interior of North Borneo reveal that water supplies and the general terrain are particularly favourable for extensive development. Current demand is small, but power production may be encouraged as a basis for an aluminium industry using local and Malayan ores and as a means of developing various other industries in a territory of comparatively unknown but undoubtedly large and valuable natural resources.

The first annual report of the Colonial Development Corporation refers to this organization's interest in electric power production in Malaya and North Borneo, although the corporation has not to date taken an active part in surveys or other preliminary development work. Its plans for co-operation with local government and business interests are still in a generally formative stage, but progress has already been made in the formation of a corporation to undertake hemp production in North Borneo, and this may be followed by a scheme for rice-growing in the same colony. Such agricultural development may open up a new market for clearing, cultivating and harvesting machinery. A further tentative scheme is the creation of a building society for the construction of houses in those parts of Malaya where the demand for living accommodation is unusually keen.

Foreign Exchange Quotations

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

| Country | Monetary Unit | | Nominal Quotations Sept. 17 | Nominal Quotations Oct. 18 | Nominal Quotations Oct. 24 |
|---|----------------|--------------|-----------------------------|----------------------------|----------------------------|
| Argentina..... | Peso | Off. Free | -2977 | -3275 | -3275 |
| | | | -2085 | -1222 | -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 | -6417 | -6417 |
| Brazil..... | Cruzeiro | | -0544 | -0598 | -0598 |
| Burma..... | Rupee | | -3022 | | |
| Ceylon..... | Rupee | | -3022 | -2310 | -2310 |
| Chile..... | Peso | Off. Export | -0517 | -0569 | -0569 |
| | | | -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 | | -0220 |
| Denmark..... | Krone | | -2084 | -1592 | -1592 |
| Dominican Republic..... | Peso | | 1-0000 | 1-1000 | 1-1000 |
| Ecuador..... | Sucres | | -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 | -0048 | -0048 |
| France, Monaco and French North Africa..... | Franc | Off. Free | -0037 | | |
| | | | -0030 | -0032 | -0032 |
| French Empire—African..... | Franc | | -0073 | | |
| French Pacific Possessions..... | Franc | | -0201 | | |
| Germany..... | Deutsche Mark | | -3000 | -2619 | -2619 |
| Guatemala..... | Quetzal | | 1-0000 | | 1-1000 |
| Haiti..... | Gourde | | -2000 | -2200 | -2200 |
| Honduras..... | Lempira | | -5000 | -5500 | -5500 |
| Hong Kong..... | Dollar | | -2519 | -1925 | -1925 |
| Iceland..... | Krona | | -1541 | | -1178 |
| 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 | -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 | -5833 | -5833 |
| New Zealand..... | Pound | | 4-0150 | 3-0800 | 3-0800 |
| Nicaragua..... | Cordoba | | -2000 | -2200 | -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 | -0385 | -0385 |
| Singapore..... | Straits Dollar | | -4702 | -3583 | -3583 |
| Spain and Colonies..... | Peseta | | -0516 | -1008 | -1008 |
| Sweden..... | Krona | | -2783 | -2126 | -2126 |
| Switzerland..... | Franc | | -2336 | -2536 | -2536 |
| 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 | | |

Foreign Trade Service

Head Office Directory

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

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

Trade Commissioner Service

Director, G. R. Heasman (2530)

Assistant Director, H. W. Cheney (3058)

Area Officers—

Asia—C. R. Gallow (5240)

Commonwealth (4404)

Europe—K. Nyenhuis (4404); R. W. Rosenthal (7641); R. T. Young (4404)

Latin America—A. Savard (7641)

Western Representative—L. M. Cosgrave, 355 Burrard St., Vancouver, B.C.

Newfoundland Representative—W. F. Rendell, Stott Bldg., St. John's, Newfoundland.

Agricultural Officer (6800)

Commodities Branch

Director, W. F. Bull (6748)

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

Export Division

Acting Director, G. A. Newman (5983)

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

Foods Section—Chief, H. A. Gilbert (2380)

Dairy and poultry products, K. L. Melvin (3172)

Fish and fish products, T. R. Kinsella (7385)

Livestock and animal products, D. G. W. Douglas (5859)

Plants and products, G. F. Clingan (7523)

Machinery, Metals and Chemicals Section—Chief, E. C. Thorne (4082)

Agricultural and food processing equipment and aircraft, J. D. Moorman (7168)

Automotive equipment and construction machinery, H. B. Scully (6519)

Chemicals and allied products, S. G. Barkley (7601)

Electrical and electronic equipment, E. C. Thorne (4082)

Iron and steel products, L. G. Dornan (7060)

Machinery and industrial equipment, E. C. Thorne (4082)

Non-ferrous metals, A. M. Tedford (7546)

Textiles, Leather and Rubber Section—Chief, G. R. Poley (3004)

Leather, rubber and products, E. G. Gerridzen (3004)

Textiles and apparel, G. R. Poley (3004) and E. G. Gerridzen (3004)

Wood and Paper Section—Chief, G. H. Rochester (4447)

Paper and products, E. Clarke (6974) and N. R. Chappell (7366)

Wood and products, G. H. Rochester (4447) and J. C. Dunn (4863)

General Products Section—Chief, W. H. Grant (3209)

General manufactured products, R. J. Handy (5666)

General products, W. H. Grant (3209)

Consumer metal products, E. L. Smith (3209)

Miscellaneous manufactured products, P. G. Jones (4160)

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

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

Foreign Trade Service

Head Office Directory—*Concluded*

Import Division

Director, Denis Harvey (5417)

Assistant Director, C. F. McGinnis (7163)

Raw Materials Section—Chief, C. F. McGinnis (7163)

Coal, iron and steel, A. J. Langdon (6905)

Fibres and textiles, A. C. Fairweather (7815)

Beverages and grocery products, E. B. Paget (4161)

Hides, skins, leather and rubber, F. T. Carten (4965)

Non-ferrous metals and non-metallic minerals, F. T. Carten (4965)

Non-metallic minerals, A. J. Langdon (6905)

Oils and fats, Dr. R. T. Elworthy (5177)

Manufactured Goods Section—Chief, H. B. Scully (6519)

G. C. Clarke (3873), G. W. Rahm (6958) and P. E. Jensen (5337)

Trade Services Section—Chief, A. J. Langdon (6905)

Commodity research and trade statistics, A. J. Langdon (6905)

Foreign export controls, W. G. Hopkins (6552)

Trade services directory, A. J. Langdon (6905)

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

Transportation and Communications Division

Director, G. S. Hall (6236)

Traffic Section, J. H. Longfellow (7835)

Commercial Relations and Foreign Tariffs Division

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

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

Foreign Tariffs Section—Chief, G. C. Cowper (2250)

United States, G. C. Cowper (2250)

Commonwealth, Miss H. K. Potter (2250)

Europe, E. J. McMeekin (5642)

Latin America, H. V. Jarrett (5642)

Industrial Development Division

Director, G. D. Mallory (3819)

Assistant Director, B. R. Hayden (7886)

Administrative Officer, J. H. Boyd (7886)

Publicity Division

Director, B. C. Butler (2479)

Assistant Director, J. Fergus Grant (2186)

News Section—A. H. Newman (6588)

Foreign Trade Service Abroad

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

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

| Country | Post Responsible | Country | Post Responsible |
|-------------------------------|------------------------------|-----------------------------|--|
| Algeria..... | Paris | Kenya..... | Johannesburg |
| Angola..... | Leopoldville | Leeward Islands..... | Port of Spain |
| Argentina..... | Buenos Aires | Libya..... | Rome |
| Australia..... | Sydney and Melbourne | Luxemburg..... | Brussels |
| Austria..... | Berne | Madagascar..... | Cape Town |
| Azores..... | Lisbon | Maderia..... | Lisbon |
| Bahamas..... | Kingston, Jamaica | Malta..... | Rome |
| Barbados..... | Port of Spain | Mauritius..... | Cape Town |
| Belgian Congo..... | Leopoldville | Mexico..... | Mexico City |
| Belgium..... | Brussels | Netherlands..... | The Hague |
| Bermuda..... | New York | Netherlands Guiana..... | Port of Spain |
| Bolivia..... | Santiago, Chile | Netherlands Antilles..... | Caracas, Venezuela |
| Brazil..... | Rio de Janeiro and Sao Paulo | Newfoundland..... | St. John's |
| British Guiana..... | Port of Spain | New Zealand..... | Wellington |
| British Honduras..... | Kingston, Jamaica | Nicaragua..... | Guatemala City |
| Brunei..... | Singapore | Nigeria..... | London |
| Burma..... | Bombay | North Borneo..... | Singapore |
| Canal Zone..... | Bogotá, Colombia | Northern Ireland..... | Belfast |
| Canary Islands..... | Lisbon | Northern Rhodesia..... | Johannesburg |
| Ceylon..... | Bombay | Norway..... | Oslo |
| Chile..... | Santiago | Nyasaland..... | Johannesburg |
| China..... | Shanghai | Pakistan..... | Karachi |
| Colombia..... | Bogotá | Panama..... | Bogotá, Colombia |
| Costa Rica..... | Guatemala City | Paraguay..... | Buenos Aires |
| Cuba..... | Havana | Peru..... | Lima |
| Cyprus..... | Cairo, Egypt | Philippine Islands..... | Hong Kong |
| Czechoslovakia..... | Berne | Portugal..... | Lisbon |
| Denmark..... | Oslo, Norway | Portuguese East Africa..... | Johannesburg |
| Dominican Republic..... | Havana, Cuba | Puerto Rico..... | Havana, Cuba |
| Ecuador..... | Lima, Peru | Sarawak..... | Singapore |
| Egypt..... | Cairo | Scotland..... | Glasgow |
| El Salvador..... | Guatemala City | Sierra Leone..... | London |
| England..... | London and Liverpool | Singapore..... | Singapore |
| Falkland Islands..... | Buenos Aires | South Africa..... | Johannesburg and Cape Town |
| Federation of Malaya..... | Singapore | South China..... | Hong Kong |
| Fiji..... | Wellington, New Zealand | South-West Africa..... | Cape Town |
| Finland..... | Stockholm | Southern Rhodesia..... | Johannesburg |
| France..... | Paris | Spain..... | Paris |
| French Equatorial Africa..... | Leopoldville | Spanish Morocco..... | Lisbon |
| French Guiana..... | Port of Spain | Sudan..... | Cairo |
| French Indo-China..... | Hong Kong | Sweden..... | Stockholm |
| French Morocco..... | Paris | Switzerland..... | Berne |
| French West Indies..... | Port of Spain | Syria..... | Cairo |
| Gambia..... | London | Tanganyika..... | Johannesburg |
| Gibraltar..... | Lisbon | Tasmania..... | Melbourne |
| Gold Coast..... | London | Thailand..... | Singapore |
| Greece..... | Athens | Trinidad..... | Port of Spain |
| Greenland..... | Oslo | Tunisia..... | Paris |
| Guatemala..... | Guatemala City | Turkey..... | Istanbul |
| Haiti..... | Havana, Cuba | Uganda..... | Johannesburg |
| Hawaii..... | Los Angeles | United States..... | Washington, New York, Boston, Detroit, Chicago, Los Angeles, San Francisco |
| Hong Kong..... | Hong Kong | United Kingdom..... | London, Liverpool and Glasgow |
| Hungary..... | Berne | Uruguay..... | Buenos Aires |
| Iceland..... | Glasgow | Venezuela..... | Caracas |
| India..... | New Delhi and Bombay | Wales..... | Liverpool |
| Indonesia..... | Singapore | Western Samoa..... | Wellington, New Zealand |
| Iran (Persia)..... | Karachi | Windward Islands..... | Port of Spain |
| Iraq (Mesopotamia)..... | Cairo | Yugoslavia..... | Rome |
| Ireland..... | Dublin | | |
| Israel..... | Athens | | |
| Italy..... | Rome | | |
| Jamaica..... | Kingston | | |

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—Acting Commercial Secretary, Canadian Embassy, Edificio Metropole. 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).

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 Vas-silissis Sophias Avenue.

Territory includes Israel.

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.

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, 1255 Phillips Square, Montreal. Telephone—HARbour 4483.
- 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**—Gupal Singh, Acting 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 Deméchkie, 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—Iacob 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. Sembinelli, 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.

Associated Agencies Concerned With Development of Foreign Trade

Import Control Branch

No. 1 Temporary Building, Wellington Street, Ottawa

Director, J. S. Irvin (3924)

Import Allotment Division, Director, W. E. McDermott (5861)

Capital Goods Division, Director, Sheldon Ross (5515)

Project Division, Director, A. F. Cunningham (5541)

Canadian Government Exhibition Commission

479 Bank Street, Ottawa

Director, Glen Bannerman (3558)

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

Assistant Director, F. P. Cosgrove (7818)

Wheat and Grain Division

Director, C. F. Wilson (5648)

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

Assistant Director, G. N. Vogel (5830)

Canadian Commercial Corporation

No. 2 Temporary Building, 70 Lyon Street, Ottawa

Managing Director, W. D. Low (3736)

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

Secretary, J. D. McCarthy (4955)

Comptroller, G. F. Wevill (5316)

General Purchasing Agent, W. J. Atkinson (5767)

Export Credits Insurance Corporation

107 Sparks Street, Ottawa

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

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

Chief Credit Officer, A. W. Thomas (2-4828)

Secretary, T. Chase-Casgrain (2-4828)