FOREIGN TRADE

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In This Issue

Regular Features

COVER SUBJECT—Shipments through the port of Montreal during the past season included gelatin capsules of vitamins A and D, provided by the United Nations International Children's Emergency Fund (UNICEF). These cases, being loaded by the S.S. "Lago Rosa" for Naples and Trieste, form part of a consignment of nine million capsules. Large quantities of dried skimmed milk have also been purchased in Canada for undernourished boys and girls in many European countries, a single shipment of 12,500 barrels having been made in one vessel, also bound for Naples, while another loaded 9,000 barrels for discharge at Beirut, Lebanon, and Alexandria, Egypt. This movement represents another phase of foreign trade in which an increasing number of people are taking a live interest.

Courtesy Guy Tombs, Limited.

Price 10 cents

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Canada Considered Good Market For British Farm Equipment

Report of British Agricultural Machinery Mission recommends that machines should be sent to Canadian universities for instructional purposes—Difficulty of competing with United States is appreciated—Establishment of spare parts organization suggested.

(Editor's Note.—Farm implements and machinery are fourth in the list of principal Canadian imports, being preceded only by petroleum, machinery other than agricultural, and coal. Imports in 1948 were valued at $186,388,000, which compares with imports valued at $20,320,000 in 1938. The more important items purchased from Great Britain last year were: Harvesters and binders, $318,564; reaper threshers, $1,328,702; drills and sowers, $264,613; ploughs and parts, $361,471; disc ploughs and parts, $163,574.)

LONDON, November 19, 1949.—Opportunities afforded by the Canadian market to British manufacturers and exporters of farming equipment are outlined in a report of the British Agricultural Machinery Mission to Canada, which has been summarized by the *Board of Trade Journal*. The mission, headed by Captain E. N. Griffith, president of the Agricultural Engineers' Association, visited Canada this year at the invitation of the Canadian Federation of Agriculture. Members of the mission covered some 16,000 miles, visited every province and met officials of the federal and provincial governments, farmers and farm organizations, manufacturers and distributors of agricultural machinery, universities and research stations.

The report indicates that the mission found Canadian farmers seriously perturbed by the dollar problem, and anxious to contribute to its solution. But they were ill-informed about the extent and high standards of the British agricultural machinery industry. When it was pointed out to them that, of Canada's massive import of £35,000,000 worth of agricultural machines, less than one per cent was bought annually from the United Kingdom, as often as not the reply of the Canadian farmer was: "What have you got to sell?" Save in a few quarters, the skill, experience and diversity of the British agricultural machinery industry, with its yearly output of £75,000,000 exported to almost every country in the world, except North America, were facts which had seldom reached the Canadian farmer.

Attention was directed to the broad problem of making Canada aware of what Great Britain had to offer, of adapting and simplifying British machines to suit Canadian tastes, of landing British goods at competitive prices and creating effective selling and servicing organizations throughout the Dominion.

Difficulty of Canadian Market Should Not be Minimized

The difficulty of the Canadian market should not be minimized. For a hundred years, the United States has been the chief supplier of machinery to the Canadian people. United States types and methods of selling have become accepted as normal, and United States firms have built up close personal connections throughout Canada. "We, on the other hand, must operate from a base 3,000 miles distant.

"Today, as never before, the Canadian people are eager to sell us their goods, and they are recognizing more and more that they can only do this if they buy our goods in return. Nowhere is this more fully appreciated than among the Canadian agricultural community."

Circumstances are considered propitious, therefore, for a determined British drive. Coupled with the hard compulsion of economic facts, they constitute a challenge to the British agricultural machinery industry, which cannot be ignored. With the co-operative effort of manufacturers, supported by the governments of the United Kingdom and Canada, British farm equipment can, within measurable time, be sold in large quantities in Canada, with lasting benefit to the peoples of both countries.

The report points out that there are numerous specialized machines manufactured in the United Kingdom which, with proper marketing, could be sold in Canada. However, even if all Canadian needs in this direction were met, 85 per cent of the market would remain untapped. If a serious contribution is to be made towards filling the dollar gap, British sales must include tractors and also tillage and hay-making equipment, for these two groups of machines account for approximately 50 per cent and 20 per cent by value, respectively, of total sales.

In these two groups, Great Britain already manufactures many implements which are technically suitable, or could readily be made so, for Canadian farmers. But the market in both groups is highly competitive and prices and sales methods are vital factors. The report points out most strongly that neither quality of material nor of performance should be sacrificed in any attempt to design for a price.

Distribution Problems Discussed

On the question of distribution the report points out that no general solution will meet the requirements of every manufacturer. There will be a market for the products of some manufacturers only in limited scattered areas, while for others it may be nation-wide.

By far the most desirable form of nation-wide distribution would be by means of main wholesale distributors or "jobbers," with one at least in each province, selling to retail dealers appointed by them. Jobbers of this type can be found who are not so tied that they could not be persuaded to handle British agricultural machines, provided that it was made easy for them to import from United Kingdom manufacturers as from the North American counterparts.

One of the difficulties of finding these jobbers is that many of them will be far from seaports and will have little knowledge of importing from overseas, and nearly all of them will have been importing from the United States. This kind of distributor is likely to be much more useful than an importing house at one of the seaports.

Having considered these various problems, the report shows that some kind of manufacturers' representation is required to discover such points as the right kind of wholesale distributors and to ensure that, once discovered, these distributors found it as easy to import from Britain as from the United States.

It is recalled that the Gilpin Engineering Mission visited Canada in 1948 and gave much thought to this problem of representation. It is the opinion of the members of the Agricultural Engineering Mission that something along the lines recommended by the Gilpin Mission might well be adopted. In particular, it is suggested that some organization, representative of the agricultural engineering industry—the mission is in no doubt that the proper body is the British Agricultural Machinery Manufacturers' Export Association (B.A.M.M.E.X.)—should appoint and send out to Canada a technical and commercial representative for a period of not less than two years, to comb out prospects of business more thoroughly than the mission was able to do in the time at its disposal.

This representative should tour Canada persistently, visiting farmers' organizations, agricultural testing stations, distributors and dealers, and acquaint them with the equipment being manufactured in Great Britain and give publicity to the achievements of the British agricultural machinery industry. He should also assess and report on the market, and transmit information to the United Kingdom about technical and commercial developments in Canada. He would also have to act as the official representative of the industry in any matters which arose in making representations to government and other bodies.

Spare Parts Organization Suggested

The most effective representation would, however, be of little avail without the establishment of an adequate system of supplying spare parts. One of the practical difficulties here is that the Canadian dealers and distributors are accustomed to investing the maximum they can in goods with a quick turnover. It is against all current practice to tie up capital in spare parts to the extent necessary to cover all possible requirements. Dealing with American and Canadian manufacturers, the need for this never arises, for it is the rule of the trade for most supplies other than quick-moving lighter parts to be provided at short notice direct from the factories. The mission therefore recommend that consideration be given to the formation of a British spare parts organization available to the agricultural engineering industry and other analogous industries. The purpose of this organization would be to offer to British manufacturers facilities for holding a larger variety of spare parts in Canada than any one of them individually could maintain.

Such a scheme would offer many advantages. It would assure the Canadian distributor that bulk stocks of spares could be held in Canada sufficient for any reasonable period of time. It would give proof that British manufacturers intended to stay in the Canadian market and were determined to provide the right kind of service to which Canada is accustomed.

The mission found that there was little accurate knowledge in Canada of the advanced state now reached in British agriculture or the contribution made to it by the agricultural machinery industry. If the sale of British farm machinery in Canada is to make headway against the strong propaganda of the North American manufacturers, strong and persistent publicity about British achievements in this field must accompany all other efforts that are made. In order to combat this, the Mission made the following recommendations: That every opportunity should be taken to send British machines to universities throughout Canada. It is common practice for the North American farm machinery manufacturers to send their latest models to Canadian universities, where they are used for instructional purposes. Thus, information about new machinery is quickly spread throughout the farming community by those farmers' sons who spend the winter at the universities and go back to the farms in the summer.

An effort should be made to secure insertion of articles about British farm machinery in Canadian farm and implement journals. Wherever possible, radio talks should also be given. The results of tests and details of development should also be widely publicized.

The interchange of agricultural engineering students between British and Canadian universities should be encouraged and also the exchange of visits by junior farmers and young farmers' clubs.

There should also be a regular interchange of research results between the universities in the experimental stations of the two countries.

Wherever practical, as comprehensive a range of British agricultural machines should be shown at all the important exhibitions, shows, fairs and ploughing matches.

In conclusion, the mission made it plain that though Canada is, and will remain, a difficult market for British machinery, a substantial increase in the present volume of sales could be achieved, provided that the problems of price and marketing are overcome. To carry out the varied proposals and recommendations put forward will necessitate prolonged and careful study by the industry.

The mission is certain, however, that a considerable opening is available in Canada for the sale of British farm equipment, and does not doubt that success and solid gain can be achieved for the benefit of both Canada and the United Kingdom, provided that the task is approached with intelligence, energy and the close co-operation of all those within the industry.

Maurice Bélanger Resigning from Service

Maurice Bélanger

MAURICE BÉLANGER, who has served progressively as Assistant Canadian Trade Commissioner, Canadian Trade Commissioner and as Commercial Secretary for Canada in Rio de Janeiro, Brazil, since August, 1941, has resigned from the Canadian Trade Commissioner Service to assume a position with the Brazilian Traction Light and Power Company in that city.

In announcing his resignation, the Right Hon. C. D. Howe, Minister of Trade and Commerce, said: "During the past twenty years Mr. Bélanger has built up an excellent record of trade promotion and goodwill between Canada and the countries in which he has been stationed. It is with sincere regret that we in the Department of Trade and Commerce are losing his services, but we are glad to know that in his new position he will still be serving Canadian interests abroad."

Born and educated in Ottawa, Mr. Bélanger joined the Canadian Trade Commissioner Service in 1929. Since that time, he has served in Paris, Brussels, Havana and Rio de Janeiro. It was announced last August that Mr. Bélanger would be transferred to Madrid to open an office for the Canadian Trade Commissioner Service in Spain.

Cattle Shipments to Malta Increase

Cattle are continuing to be shipped to Malta from Cyrenaica. Stud cattle have been imported from Holland, and further consignments are expected shortly. Contracts for the importation of cattle from Turkey have been concluded and shipments are now awaited.

Large orders for fodder are usually placed with Turkey at this time of the year but, due to the poor crop in that country, importers are passing substantial orders for this commodity to firms in Morocco, Tunis and the Lebanon.—(*Barclays Bank Review*)

Monetary Difficulties Threaten Free Movement of Foodstuffs

Position of Canada in world trade reviewed by Right Hon. J. G. Gardiner at conference of Food and Agriculture Organization—Productive effort in some countries might decline and costs increase—Creation of International Commodity Clearing House receives consideration.

WASHINGTON, D.C., November 25, 1949.—Although agricultural production throughout the world has regained prewar levels, it has not kept up with the increasing population of the world. Supplies available on a per capita basis are, therefore, still below prewar levels. These observations were presented by the Right Hon. James G. Gardiner, Minister of Agriculture, in discussing yesterday a "Review of the World Food Situation", prepared by the council of the Food and Agriculture Organization (FAO). This review presents a disturbing picture, he said, and parts of it must raise the question in the minds of many as to whether the goal of FAO for a better nourished world is likely to be realized; at least in the forseeable future. Monetary difficulties were threatening to prevent freedom of movement of foods and other necessary products from "surplus" to "deficit" areas. This might lead to a slackening of the productive effort in some countries and an increase in costs, which might deny food to the people of other countries.

"Most under-developed countries," states the report, "envisage reduced imports and expanded exports of food and agricultural products, even where food consumption is low. This is related to their desire to have the maximum possible quantity of foreign exchange available for purchases required in connection with industrialization and general economic development, and to their general ability to export any large quantity of products other than food and raw materials."

Canada's difficulties were not confined to those stated, the Minister declared. "We are also producers of other natural products, particularly mineral wealth, and importing countries are now forced, in view of currency difficulties, to use their scarce dollars for the purchase of minerals and other products, and to leave food on our hands. This would deny Canada her natural market abroad for food, would deny her natural customers food, and would accordingly limit her ability to buy goods from other countries. Canada, which is the largest customer of the United States, would be prevented from buying manufactured products from the United States."

Difficulties Surround Free Movement of Food

"Our monetary difficulties today threaten to reproduce the situation which existed twenty years ago, a lack of that free movement of food from those with food to spare to those in want," Mr. Gardiner continued. "Unless some way can be found of solving this problem, we cannot hope for that 'all-out' effort by exporting countries that is needed, if the people of the whole world are to be adequately fed. In other words, it is difficult to persuade a farmer to produce more food for the hungry in some other land, if he sees no likelihood of its ever getting to the people who need it. If the farmer cannot sell his produce, he cannot buy the industrial products of his own or other countries."

The imminent appearance of food surpluses in the world was of particular interest to Canada which, since the beginning of the century, had been a food exporting country. As a result of the wartime expansion in production, both industrially and agriculturally, Canada became the third most important trading country in the world. Efforts to meet the needs of a world devastated by war were largely responsible for this development. Canadian farmers played a major role in this effort, and the expanded production of food enabled exports to be made to the Allies at levels never attained before. Wheat shipments increased from 193 million bushels in 1939 to 344 million bushels in 1944, but declined to 196 million bushels in 1947. Exports of pork increased from 195 million pounds in 1939 to 718 million pounds in 1944, but have dropped to 56 million pounds in 1948-49.

Cheese exports advanced from 90 million pounds in 1939 to 135 million pounds in 1945, but decreased to 40 million pounds in 1948. This was not because the United Kingdom did not want Canadian cheese, but because she did not have the dollars to pay for it. Canadian beef was not being shipped to the beef-hungry people of Great Britain, but to the United States, as the British did not have the dollars with which to buy it. Canada needed dollars with which to purchase United States goods.

Domestic Consumption of Foodstuffs Higher

A reduction in Canadian export volume from the peak year of the war did not reflect corresponding reductions in production. It was due in part to increased domestic consumption. The Canadian agricultural economy, at the present time, was producing at a level that met the effective demand, and in some commodities tended to exceed it. But, the effective demand was restricted by monetary difficulties and trade restrictions, rather than lack of hunger, when the dollar supply was taken into consideration.

"The importance of agricultural exports in our economy places Canada in a unique position," the Minister declared. "Products of farm origin, while below wartime levels, still represent a substantial part of total exports, and of these wheat alone accounts for about 15 per cent. Canadian farmers, therefore, are still vitally concerned with world markets and are fearful lest monetary difficulties and other trade obstructions deny them entry to their natural market, which is the market of Great Britain. We are the nearest of all countries which supplied them in wartime. We still want to supply them until their needs are satisfied. If we did that, we would not have any marketing problem in those products which they required from us during the war.

"During recent years, as much as 44 per cent of our farm production has entered export trade. To take wheat again, as an example, about 75 per cent of our production has been sold abroad. Thus, in relation to some other exporting countries, Canada has an economy which is particularly dependent upon exports; both from the point of view of the volume and the consequent reaction of Canadian prices to changes in world prices.

"We welcomed the statement of the United States representative that they are anxious to put part of the area now in grain back into grass. The economy of Canada would benefit by that being done at an early date. It is essential for us to export 75 per cent of our wheat. Unless our exports can be maintained, we cannot continue to purchase large quantities of goods from the United States and the United Kingdom. We should purchase from other countries, including those two, such goods as they can produce at lower costs than they can be produced in Canada.

Removal of United States Wheat Embargo Would Help

"I hope that nothing in the report will suggest that the United States should not follow the conservation measures which have been outlined by the delegate from that country. That, together with the removal of the embargo on the export of wheat from Canada to the United States would eliminate most of our difficulties and would go a long way to solving any international wheat problem with surplus wheat.

"As pointed out in the FAO report, Canada and the United States are now exporting two-fifths of the food commodities moving into international trade. It should be remembered, however, that this overall figure conceals some important changes in export supplies over the last ten years. Immediately prior to the war, Canada's exports of wheat, for example, made up almost half the international trade in this commodity. The International Wheat Agreement of 1942 assigned 40 per cent of the agreed exports to Canada and less than half of this amount to the United States. Today, however, the latter country is providing the major share of cereals to importing countries. In the case of wheat, for example, the report states the United States is today supplying almost one-half the total quantity entering into international trade. This contribution of United States agriculture to the needs of people in many countries of the world could be assumed by Canada, as in the prewar period, if there existed any large effective demand and the need of the world would not suffer.

"Last year we had a number of commodities which were prevented access to their natural market, because those commodities were declared surplus under the provisions of ECA. We could have supplied some of these items at 50 per cent less cost to those paying than they were supplied.

International Commodity Clearing House Considered

"Canada, therefore, is prepared to give serious consideration to any international action designed to attain production and distribution of food. From this point of view, we are interested in the proposal advanced by the Director General for an International Commodity Clearing House. While endorsing the principle underlying this proposal, we are not in agreement with the means which, it has been suggested, are necessary to reach the objectives. In this connection, we may appear to agree with what has been said by the United Kingdom and United States representatives.

"Any transactions developed under the short-term trading functions will be subject to concurrence by the governments concerned, and the major details of such transactions will also be subject to agreement by governments. This being the case, it hardly seems necessary to have an international agency actually buying and selling in commodity markets. It may even be questioned whether such activity in commodity markets by an international agency is desirable. It seems to us, therefore, that the question of the creation of a large capital fund for such a purpose is not necessarily an issue.

"Lord Boyd Orr, in presenting his proposal for a World Food Board, had in mind the fact that the world had surpluses during certain periods and extreme shortages in other periods. It was his purpose to stabilize returns to producers and costs to consumers by setting aside surplus quantities in good years for periods of shortages. As has been pointed out in other conferences, however, national governments can, and do, perform this function. We do not see that stocks held by an international agency will, in the short run, contribute to any improvement in the present situation. Canada, for example, has provided for the holding of stocks of wheat under government control. Moreover, it is probably consistent with other develpments to envision the long-term holding of stocks as an element in an overall commodity agreement.

"We are inclined to agree that an international agency might well perform a useful function by keeping the supply and requirements for food constantly under review, and by exploring the possibility of facilitating adjustments between countries having food available for export and those where shortages are a problem, and finally by bringing together groups of governments of such countries to promote the orderly disposal and effective utilization of commodities which appear to be accumulating in exporting countries.

Agency Should Supplement Normal Trading Channels

"In suggesting the above functions for a co-operative agency, it is realized that other means may be found to achieve the desired objectives. However, no matter what type of agency is evolved, it will have to take cognizance of a responsibility referred to in the preamble to the Director General's recommendation about an International Commodity Clearing House. The Director General's report on World Commodity Problems points out the necessity for the agency to conduct its transactions so as to supplement and support, but not compete with or replace, the normal channels of trading enterprise.

"This would have particular application in cases where exporting countries, because of the inconvertibility of currencies or for other reasons, may find it expedient to dispose of surpluses in countries to which they would not otherwise export such quantities. It is obvious, under such conditions, and lacking any co-operative international action, that such methods of disposal might easily result in other exporting countries losing commercial markets.

"Unless the proposed international agency, with the co-operation of the governments concerned, could direct the disposal of any substantial surpluses which may arise in a way that would avoid this kind of development, then the effort of other exporting countries to maintain production levels in keeping with natural demand would be jeopardized and far-reaching effects might result throughout the entire food and agriculture economy of the world," the Minister concluded.

Swedish Industrial Fair Scheduled

The Swedish Industries Fair will be held in Gothenburg from May 20 to May 29, 1950.

Pernambuco Enjoys Agricultural Boom

Rio de Janeiro, November 16, 1949.—(FTS)—Pernambuco is presently enjoying boom conditions, as efforts are being made to liberate the state from the domination of a single crop economy. The administration is contemplating the installation of a plant for the economic recuperation of the residues of sugar cane, caroá, macambira, agave, veloz, banana trees and pineapple for the production of fine papers, cardboard and celotex. The administration is also stimulating interest in mechanization, and selling ploughs, hoes, shovels and other agricultural implements at cost. Cotton, corn, bean and rice seed, amounting to one million kilos, have been distributed to farmers. Among the new products introduced are wheat, jute, tobacco, peanuts and agave.

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New Zealand Depends Largely on Wool, Butter, Meat and Cheese

Exports of these four agricultural items expected to produce revenue of £113,750,000 in 1949—Pre-election budget estimated commodity exports at £136,000,000—Population of 1,850,000 expected to produce £133,000,000 in taxation, or £70 per head.

By C. M. Forsyth-Smith, Assistant Commercial Secretary for Canada

(Editor's Note—Reports from Wellington indicate that the National Party, which was successful in the general elections on November 30, would take office on December 9.)

WELLINGTON, November 15, 1949.—New Zealand depends on butter, meat and cheese for more than half of her export revenue, estimated at £74,000,000 during 1949, while wool was expected to realize an additional £40,000,000. Almost all the exportable surplus of butter, meat and cheese is sold to the British Ministry of Food on long-term contract. A proportion of the receipts is held by the New Zealand Government, £15,400,000 for the dairy industry and £29,000,000 for the meat industry. It was estimated that total commodity exports in 1949-50 would be valued at £136,000,000, and that invisible exports would provide an additional £22,000,000. Commercial imports were estimated at £110,000,000 and government imports at £12,000,000.

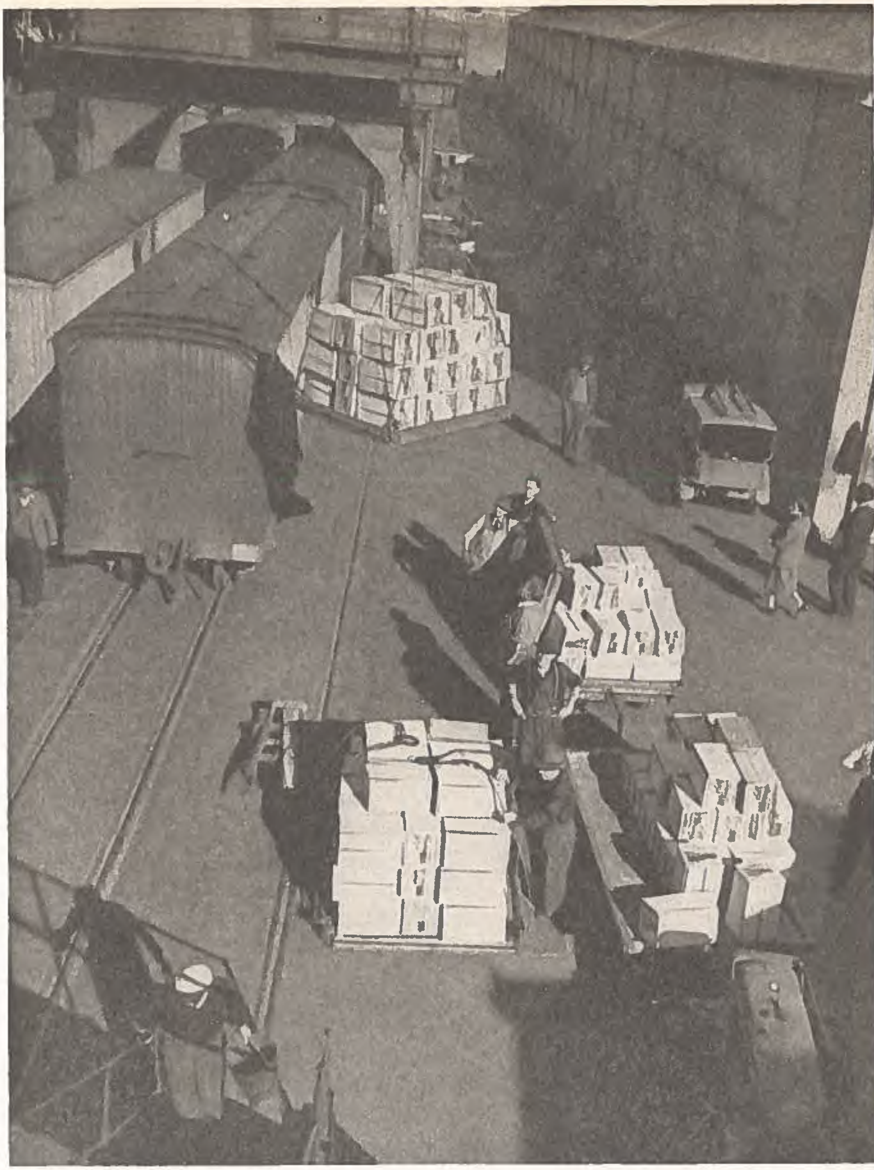
During his budget address, the Minister of Finance indicated there had been a change in the pattern of world trade since the turn of the century. Europe, formerly the main source of manufactures, was faced with increasing competition from the Western Hemisphere. The Second World War hastened this trend and, with war devastation, caused the present dollar shortage. He maintained that any restriction of hard-currency purchases could not solve the economic problem, and that the long-term solution lay in greater production and increasing exports to Canada, the United States and other hard-currency countries.

Arrangements were made to obtain more farm equipment and fertilizer, in order to maintain a high rate of production. Much farm machinery was required from Canada and the United States, and licences were issued last year for the importation of equipment valued at £5,500,000. Assistance was being provided for the tobacco industry, in order that an additional million pounds weight of tobacco might be produced, thereby saving $750,000. The establishment of a pulp and paper mill at Murapara was expected to fill the total newsprint requirements of New Zealand, and to provide a surplus for export.

No Provision for Taxation Cuts in Budget

This being an election year, it was expected that some reduction in direct taxation would be made. The Minister of Finance met requests for reductions of this nature with the statement that: "There is no way of reducing taxation very substantially unless by cutting social services and reducing the number of civil servants. The government will do neither."

The government estimated that £101 million would be collected during the fiscal year by taxation from a population of approximately 1,850,000,



New Zealand—One million bushels of apples were shipped to the United Kingdom from the 1948 crop.

almost half of this sum, of £49 million, being derived from income taxes. A further £31·6 million was to be collected from income earners as a Social Security Charge, making a total of £133 million. This represented more than £70, or $215, per head of population. Social security payments were estimated at £46 million, while £25·4 would be expended on other social services and £14 million on price stabilization, consisting mainly of food subsidies.

An unfavourable trade balance of £7,000,000 was estimated in the budget for 1949-50, payments to the rest of the world being estimated at £157,000,000 and receipts at £150,000,000. The adverse balance was attributed to debt repayment of approximately £10,000,000. The esti-

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mated revenue from exports was as follows: Butter £34·50 million; cheese, £12·25 million; meat, £27 million; wool, £40 million; and other exports, £20 million.

The present stabilization policy calls for the maintenance of the guaranteed prices, the securing of long-term markets for farm produce and the efficient use of overseas exchange. A total of £44 million was held in the farm industry stabilization accounts which, in conjunction with the guaranteed price, was expected to counteract falling prices. The long-term contracts with Great Britain, guaranteeing a maximum rise or fall in any year of 7½ per cent, are held to be an important factor in stabilizing trade. Import controls have enabled the overseas balances to be maintained, but at the expense of efficient trade practices.

New Zealand Revenue Sources

	1948-49	1949-50
Customs	£ 19,112,000	£ 19,250,000
Beer duty	4,555,000	4,525,000
Sales tax	14,105,000	13,750,000
Film-hire tax	108,000	190,000
Highways	3,614,000	3,880,000
Stamp duty	9,624,000	9,616,000
Land tax	916,000	900,000
Income tax	49,008,000	49,000,000
Miscellaneous	20,000	......
Total	£101,062,000	£101,111,000
Interest from trading activities	5,216,000	5,712,000
Profits from trading undertakings	2,197,000	2,175,000
Departmental receipts	13,049,000	12,399,000
Total	£121,524,000	£121,397,000

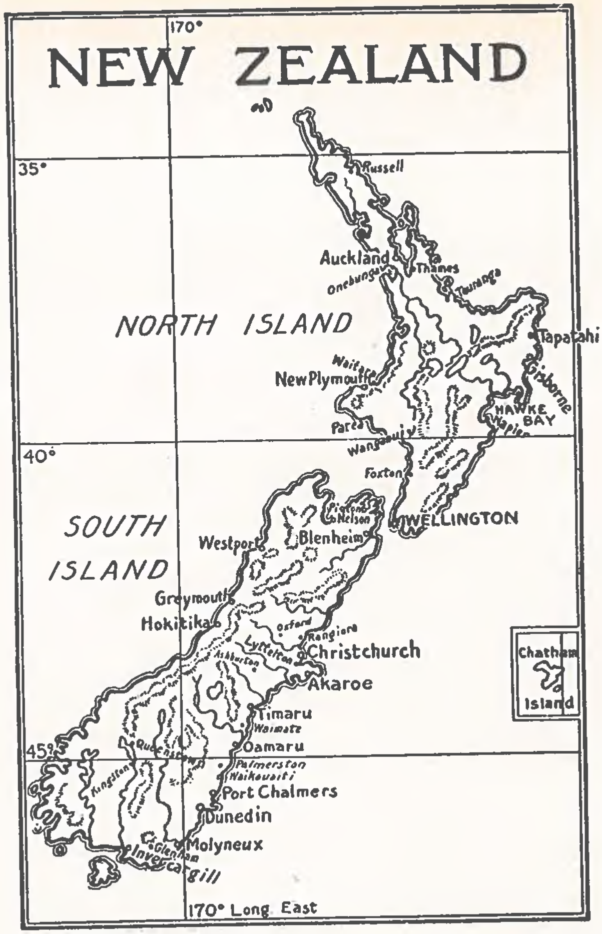
New Zealand Expenditures

	1948-49	1949-50
Debt services	£ 26,029,000	£ 22,365,000
Other permanent appropriations	5,157,000	3,305,000
Total	£ 31,186,000	£ 25,670,000
Social services	37,597,000	37,411,000
Armed services	10,388,000	10,697,000
Stabilization	11,687,000	13,947,000
Other votes	27,459,000	32,995,000
Payments to Reserve Bank for liability due to alteration in rate of exchange	20,576,000	......
Total expenditure	£138,893,000	£120,720,000

Defence Program Outlined

It was proposed that £10·7 million should be spent on the defence services, £4·7 million on the air force, £3·2 million on the navy and £2·8 million on the army. The result of a referendum on compulsory military training has given the government the opportunity to go ahead with plans to train men for the three services. The average estimated cost of the full defence scheme was expected to be about £17·25 million, but this figure would not be reached for several years, and no additional expense in this regard was expected for the current year, as training is not expected to commence until about next May. Some expenditure will, of course, be necessary on equipment before that time.

In last year's budget, the sum of £32,000,000 was estimated to be required to cover loan expenditure on development works. Of this amount, only £26,724,000 was actually required, since some of the work was not



carried out. An additional £3,140,000 was borrowed and invested in the New Zealand National Airways Corporation, the British Petroleum Company of New Zealand, Limited, and the Linen Flax Corporation, making the amount borrowed £28,284,000. For the current financial year, the loan program was increased to £35,268,000, which was to be spent as shown below, compared with last year's actual expenditure.

New Zealand Loan Program

	Expenditure, 1948-49	Estimates, 1949-50
Housing	£ 7,738,000	£ 9,250,000
Education buildings	1,629,000	2,250,000
Electric supply	5,000,000	6,350,000
Highway construction	1,970,000	2,500,000
Land settlement	2,450,000	4,250,000
Railways: additions	1,746,000	2,990,000
State coal-mines	1,500,000	2,000,000
State forests	813,000	1,250,000
Telegraph extension	......	2,500,000
Christmas Island phosphates	1,375,000	125,000
Other works	2,503,000	1,803,000
Total	£ 26,724,000	£ 35,268,000

The extensive program was to be financed from the current loan securities on sale to the public and from state departmental issues. Increases were anticipated in expenditure on hydro-electric work on the Waikato, Clutha and Cobb Rivers and at Lake Tekapo. The total capital invested by the state in electricity undertakings is £46,000,000, and when the present schemes are completed this figure will be doubled.

In order to increase production, heavy expenditure was being made on land development, and it was the government's policy to maintain this scheme until all land capable of development is in production. The provision of £2·5 million for the expansion of the telecommunication network covers installation of new telephone switching equipment, outside telephone plant, machine printing telegraph apparatus and radio plant, most of which has been on order for some years and is now arriving.

External Debt of New Zealand Reduced

New Zealand's public debt as at March 31, 1949, amounted to £614,-985,632, as compared with £598,875,429 last year. Of this amount, £79,962,101 was held in London, £628,226 in Australia and £534,395,305 at home. Of the total public debt, only 13·1 per cent is now held overseas, as compared with 17·5 per cent a year ago. It has been the policy to reduce overseas debt of recent years, and in line with this policy, reductions were made during the year of £24,022,356 in the London debt and £150,774 in the Australian debt. Since March, 1936, a reduction of £52,558,000 has been made in the overseas debt, and the annual interest on this debt has been reduced from £5,725,000 sterling to £3,273,000 sterling. While the government contended that debt repayment has not impaired the country's ability to import, because of increases in production, import restrictions have operated to the disadvantage of capital equipment imports.

The increase in the public debt from £256 million in 1936 to £615 million, an increase of £359 million, is largely accounted for as a direct result of the war, this portion being estimated at £204 million. The remaining £155 million of debt incurred is represented by assets, such as housing, hydro-electric schemes, railways, roads and highways and other government undertakings.

Employment continues at a high level, and at the end of May only 95 males and five females were unemployed. This is largely a result of the government's policy of encouraging secondary industries, which are to a great extent uneconomic. The productivity per man-hour is low compared with North American standards.

Peanut Production Increasing in Brazil

Rio de Janeiro, November 16, 1949.—(FTS)—Peanut production in Brazil increased fourfold in 1948, and that of other oils was also higher, according to the following figures published by the Agriculture Ministry:

	1947 Tons	1948 Tons
Peanut oil	9,562	37,940
Oiticica oil	5,452	17,955
Soya oil	126	400
Castor oil	10,388	13,666
Murumurú oil	416	790
Ouricurí oil	573	2,789
Tung oil	204	358

Australia Has Balanced Budget For Fiscal Year Ended June

Balance achieved by drawing £17 million from unexpended trust funds—Price subsidies and social service costs main factors in increased expenditures—Some concessions in 1949-50 budget—Cash position of banks weakened—International reserves higher.

By M. R. M. Dale, Assistant Commercial Secretary for Canada

(Editor's Note—This is the last in a series of three reports on economic conditions in Australia, prepared for reproduction in *Foreign Trade.*)

(One Australian pound equalled $3.2240 as at September 17, 1949)

SYDNEY, N.S.W., September 21, 1949.—Although a deficit of £17·7 million was forecast in the Australian budget for the year ended last June, a balance of expenditure against revenue was shown after drawing £17 million from unexpended trust funds. This balance was achieved by crediting the real budget surplus, estimated at £44 million, to trust accounts for the War Gratuity Reserve and the National Welfare Fund. In addition to a gift of £10 million to Great Britain, capital works totalling £42 million were charged against current revenue. Revenue realized from taxation was £40 million more than the estimate and £57 million higher than collections in the previous year. Expenditures were £25 million higher than the estimate and £69 million more than in the previous year.

Price subsidies amounted to £23 million, or £3 million more than was anticipated, being paid mainly on tea, wool, dairy products and superphosphates. Civil expenditure was £33 million over the estimates, though £18 million of this went to the National Welfare Fund. The votes for debt service, administration and miscellaneous services were exceeded by £4 million, while the vote for capital works was exceeded by £4·7 million for the first year since the war. The deficit on current services provided by the Post Office was £7·6, or more than double the estimate. Post Office operations formerly returned a surplus of about £4 million, but this has tapered off in the last three years. The cost of social services amounted to £81 million, or £12 million more than in the previous year, as a result of increased rates of old age and invalid pensions and of child endowment.

Concessions Made in Budget for Current Year

The budget for the current year provided for some reduction in the entertainment tax and primage duties, and a reduction in the standard rate of sales tax from ten to eight per cent. Some items in the luxury 25 per cent schedule were removed to the standard list. The only modifications to the income and company taxes were an increase in the rebate limit for personal assurance premiums from £100 to £150, and an extension for two years in the higher rate of 20 per cent initial depreciation allowance for the installation of new machinery and plant. Despite these alterations, the total tax revenue for 1949-50 was expected to be much the same as that for the previous year, amounting to £471 million. Customs revenue should be slightly lower because of restricted dollar imports and possible reductions in foreign prices, but it was expected that this would be compensated for by an expansion of excise returns. Sales tax concessions were expected to reduce revenue by £4 million, but this may well be offset by rising prices and turnovers. Lower rates of income tax, which came into force in July, were also expected to lower yields, but continued inflation may belie the forecast £13 million drop in revenue.

Increased wages and prices were expected to boost both company taxation and the Social Service contribution by a total of £17 million, while a £2 million higher yield was expected from the payroll tax. Other revenue items were expected to follow last year's results, except for the expected increased revenue from higher postal charges. Total expenditure on current services was also expected to be about the same as last year. Higher expenses of business undertakings, a larger capital works program and increased payments to the states combined to produce an estimated deficit of £35 million.

In details there were fluctuations in some expenditure votes. Rehabilitation costs and current defence votes were down by £36 million, but the vote for capital works for defence was three times greater, at £15 million, than last year. Social service payments at the increased rates introduced last year will absorb a further £20 million. This year a further £21 million will be paid to increase the surplus balance of the National Welfare Fund as compared with an increase of £30 million last year. The budget also provided for another £10 million gift to Britain, the same amount as last year. Current administrative expenses were only slightly higher.

Comparative Budget Figures

	1948-49 £million	Estimate 1949-50 £million
Expenditure—		
Defence and postwar charges	190.5	155.8
National Welfare Fund	110.1	121.0
Other*	180.5	219.7
Total expenditure	481.1	496.5
Revenue—		
Taxation (net*)	417.3	400.7
Other	46.8	54.1
Total revenue	464.1	454.8
Trust Fund balances	17.0	6.7
Deficit	....	35.0
Total	481.1	496.5

* Excludes grants to states of £53·7 million in 1948-49 and £70·5 million proposed for 1949-50.

Most States' Finances Show Deficits

For the financial year ending June, 1949, all states except Queensland and New South Wales showed deficits. Without exception, transport undertakings proved the heaviest drain on their resources. In South Australia and Western Australia, railway revenue did not cover even current working expenses, and in no state were interest charges and sinking-fund provisions fully borne by the undertakings.

The poor financial results reported by the states are caused by rising wages and other costs occasioned by increased prices and shorter working hours. The states' income is fixed rigidly by the system of grants made by the Commonwealth treasurer. As usual, the state premiers denounced the evils of uniform taxation at their recent conference. But the Commonwealth refused to increase the grants by more than the £8 million calculated from the formula devised to take account of changes in prices

Australia—City Mutual Life Building in Sydney.

and population increase. In addition, the Commonwealth will pay the states a further £8 million to make good some of the effects of the coal strike on their revenues. As last year, these higher grants will probably at best only match the inflated costs of the states' activities. While the Commonwealth, as the collector of revenue, benefits from inflated incomes and turnover, the states have to meet rising expenses from revenues outside their control.

During the June quarter the banks' cash position weakened, but the banks were still called upon to pay into "special accounts" with the Commonwealth Bank. Cash reserves fell to 4·9 per cent, and the trading banks sold government securities and apparently "reborrowed" about £20 million from the central bank.

In July, deposits fell and advances increased, but this further drain on cash was more than met by a release by the central bank of £40·1 million from the "special accounts". The banks were also allowed to increase security holdings by £7·8 million.

Government advance policy was relaxed during the coal strike but otherwise has remained deflationary in intent.

Comparative Banking Figures

	August 1948 £million	April 1949 £million	June 1949 £million	August 1949 £million
Deposits	688.3	830.6	817.4	791.1
Advances	361.6	372.7	383.3	390.4

50355—3

Deposits have risen steadily, but the interest payment of £11·7 million paid in June accounted for a considerable increase in that month.

Comparative Bank Savings

	1948 £million	1949 £million
April	667.9	699.6
May	669.1	701.5
June	681.3	714.2
July	682.6	719.6
August	685.0	n.a.

Treasury bills outstanding have continued to fall, from £173·3 million in April to £89·8 million at the end of August. This has served to offset to a certain extent the other inflationary effects.

Aggregate net profits of the Commonwealth Bank reached £7·7 million, of which £4·6 million came from the Note Issue Department. In common with the trading banks, inflationary trends were apparent in the general banking division figures. Housing loans, rural credits and industrial finance all increased, indicating a considerable expansion of credit.

International Reserves Higher

The gross figure of Australia's international currency reserves rose very sharply during the year. Three important factors influenced these: higher prices for exports; deferred payments, due to fears of appreciation of the Australian pound relative to sterling; and capital inflow.

The Commonwealth Bank was able to control the secondary inflation arising from the increased resources of the banking system by requiring banks to deposit their increased assets in the "special accounts". The note circulation rose by about 8 per cent during the year, but earnings and prices apparently increased by approximately 10 per cent.

About £12 million sterling loans were repatriated during the year, and a further £9·5 million sterling on July 1, 1949.

The Australian share market, having passed through the successive phases of postwar inflation, has resumed its functions as a barometer of business sentiment. As such, it recently revealed increasing pessimism for the future of some recently established industries. While individual fluctuations had hardly crystallized into definite trends, there was still a fairly steady tone of confidence in the future of Australian secondary industry.

In June and July, the share market reacted fully to the check on production occasioned by the coal strike. With the end of the strike in sight, the market revived at the end of July and surpassed pre-strike levels, apparently due to the belief that something had been done to weaken the miners' stranglehold on industrial progress.

Longer-term uneasiness persisted, however, and was manifest in the demand for yields higher than satisfied investors a year ago. Bond prices edged down slightly over the past year but were not seriously affected by the recent recession of the London bond market. Likewise, in the last few months, preference share prices retreated slowly. Throughout the rest of the share market, prices fell somewhat as investors' estimations of risk increased.

Problem of Inflationary Pressure Accentuated

The Governor of the Commonwealth Bank has stated that the relaxation of controls within Australia and the impact of high prices overseas have accentuated the inflationary pressure. Over-expansion of uneconomic secondary industries had led to shortages of labour in the basic industries, whose output was therefore wholly inadequate to the needs of a balanced economy.

The Governor went on to say that "this distorted pattern of development is seriously retarding industrial productivity and economic development, and is thereby preventing real standards of living from rising. Moreover, it has introduced unwelcome elements of instability into the economy".

Canada Buys More Bicycles and Motor Cycles in Great Britain

Successful exhibition of products of the industry held recently in London—Exports contributed substantially to national income—Shipments to Canada show noteworthy increase—Many improvements introduced—Devaluation of pound stimulates foreign sales.

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

LONDON, October 29, 1949.—Some two thousand bicycles and two hundred motor cycles were on display at the British Cycle and Motor Cycle Exhibition, held recently at Earl's Court, London. There were 39 bicycle exhibitors, 28 of motor cycles and 177 of components and accessories, including ten manufacturers of tires. The attendance at this show was 189,671, which represents an increase of seven per cent over that in 1948. No outstanding developments in the industry were noted this year, and it would seem that designs will remain basically the same for some years to come. Exports have settled to a definite pattern, and are contributing substantially to the national income of this country. Shipments to Canada during the first nine months of the current calendar year totalled 23,898 bicycles, compared with 19,664 during the whole of 1948. Shipments of motor cycles to Canada in the first nine months of 1949 totalled 4,802, as against 3,790 in twelve months last year.

Whereas the main objective of the motor show was to increase exports, the cycle show was of interest to domestic purchasers also. Nevertheless, the top-flight models, with luxury accessories, are destined for the export trade. In the first few hours a Canadian agent placed an order for 6,500 cycles, and in another instance $100,000 worth of light motor cycles were ordered for shipment to Canada. While it is impossible to record the total Canadian business booked, there is no doubt that the exhibition is becoming more and more valuable in spotlighting this important section of British industry. Interested Canadian buyers should make a note of the date of this exhibition and with a view to attending, as the importance of seeing the entire range housed under one roof cannot be too heavily stressed.

Use of Alloys Increased

One of the chief developments in the use of alloys is a complete cycle produced by the Raleigh group, weighing only 16 pounds, the only steel content being in the chain. It is still in the experimental stages and will not be in commercial production until next year. This group also produces the Sturmey-Archer variable-speed alloy hub, with different ratios for male and female riders, and hub dynamos and internal expanding brakes. Most of these features are reserved for export markets.

Purchasers who wish a change of gear ratios or a replacement can now purchase hub "inserts" from dealers. Other advances have been made in the use of aluminium and steel alloys, cutting down weight and steel content without loss of strength.

With about seventy years' experience in commercial production, the cycle industry has developed different models for specific markets. Varying frame weights and wheels to suit preferences and terrain were displayed, including a typical style preferred by Canadians, with upturned handle bars, light sporting frame and coaster brake. Careful attention is paid to colour schemes, which have a heavy bearing on sales.

In the motor cycle field, much ingenuity is being employed in frame springing. Front forks are now telescopic units combining spring and hydraulic shock-absorbers. Rear wheels, too, have a complicated system of movement to eliminate the bumps from the saddle. The low c.c. class motor cycles now have all these refinements, plus many other amenities hitherto confined to the 500 c.c. class and above. The tendency to reintroduce the shaft drive seems to have disappeared in this year's show.

In small engines the two-stroke type has become a firm favourite and now seems to be standard. There is an improvement on this in a 244 c.c. twin two-stroke engine. In the higher power units the verticle twin principle is becoming more popular, since transmission is smoother and the exhaust quieter. Another exhibitor specialized with a 350 c.c. horizontally opposed or transverse twin motor.

A Czechoslovakian group had an interesting exhibit of motor cycles, which aroused some interest. These are finding a ready market in some European countries that are short of sterling.

Statistics of the cycle industry show a steady advance in output. In 1946, production had roughly doubled the prewar figure. In 1947 it had trebled, and in 1948 the total output was five times the 1938 figure, while statistics available for this year show that this rate will be surpassed.

There has been a corresponding rise in exports. Whereas Canada purchased only 0·7 per cent of these goods before the war, she now imports a yearly average of 1·6 per cent of the total sold overseas. In addition to cycles and motor cycles, a large volume of accessories move to Canada to maintain after-sales service.

Despite these encouraging figures, the industry feels that it is being penalized in some overseas markets by the present policy of bilateralism. Many prewar outlets have been closed by quotas and exchange difficulties, which adds to the importance of North American and other hard-currency markets.

Devaluation Has Stimulated Sales

Recent devaluation of sterling has stimulated sales to the Canadian market, which might easily offset the temporary decline in 1948. If the present rate is maintained, sales to Canada this year will be a new record. Informal discussion with high executives indicates that prices generally will not be advanced, so that importers will derive the full benefits of devaluation, for the present at least. As in the motor industry, the effects of higher raw-material costs have not yet become effective, and it is not yet apparent whether manufacturers will absorb the increases or pass them on to purchasers.

The time is approaching when Britain must depend on current earnings. She must export sufficient to pay for essential foodstuffs and raw materials, a large proportion of which come from Canada. The vital necessity of balancing trade with North America is dominating all the other

United Kingdom—British Cycle and Motor Cycle Exhibition, at which the attendance this year was approximately 190,000. Exports of bicycles and motor cyles to Canada show substantial increase this year.

Photo by Barratt's

postwar problems, and the recent devaluation crisis is an indication of the severity of the measures which must be adopted to achieve that end.

The cycle industry has made the most of the few years when there have been few competitors in the field, and even now, when the products of Germany and Japan are reappearing on the market, there is no reason why it should not cope with future competitive conditions. Already the world is a buyers' market, and export figures show that the British cycle industry is moving into the upper brackets of dollar-earners. Judging from the cycle show, where the entire production range has been concentrated into one vast shop window, the prospects are good for sales of British cycles in Canada, if only the present standard is maintained and prices do not rise to cancel out the advantages of a favourable exchange rate.

British Exports of Bicycles

	1938	1947	1948	Jan.-Sept., 1949
Canada	4,069	29,928	19,664	23,898
United States	3,964	19,336	15,504	9,236
British West Indies	13,591	23,154	18,905	16,135
British West Africa	7,337	67,131	127,227	132,497
South Africa	103,063	151,094	167,540	123,777
Southern Rhodesia	35,848	29,222	42,443	53,718
India and Pakistan	118,280	299,723	302,352	434,390
Malaya	17,988	105,464	193,029	155,346
New Zealand	22,251	39,318	27,156	16,734
Denmark	409	10,397	109	......
Netherlands	1,258	71,890	34,634	4,147
Switzerland	1,502	8,744	7,919	5,161
Indonesia	9,579	16,611	80,782	107,409
Egypt	1,226	16,311	26,186	18,582
Iran	3,929	38,448	28,206	24,219
China	535	14,962	1,859	......
Mexico	2,439	21,676	33,411	20,227
Venezuela	3,256	19,021	39,183	27,556
Chile	673	11,890	1,016	......
Argentina	94,407	77,215	104,842	41,146

British Exports of Motorcycles

	1938	1947	1948	Jan.-Sept., 1949
Canada	362	2,171	3,790	4,802
United States	114	10,232	8,178	3,063
South Africa	1,355	2,355	2,907	1,171
India and Pakistan	718	3,284	3,510	2,529
Malaya	344	1,886	1,843	1,051
Australia	6,344	9,186	18,880	18,042
New Zealand	1,282	1,805	924	1,161
Sweden	348	2,261	804	287
Belgium	86	2,703	1,213	1,045
Switzerland	106	2,424	4,381	2,458
Argentina	271	1,972	9,410	2,914

Uruguay Obtained Wide Variety of Products From Canada Last Year

Balance of trade favoured this country, but proportion of purchases secured by Canada through United States—Government has indicated that import permits will be provided on a pro-rata basis—Controls may be tightened.

By H. E. Lemieux, Assistant Commercial Secretary for Canada in Buenos Aires

(Editor's Note—All values are in United States dollars)

BUENOS AIRES, November 12, 1949.—Uruguay imported goods valued at $5,275,415 from Canada during the past year, representing between two and three per cent of the total imports for the period. Exports, on the other hand, were limited to $140,371, which provides Canada with a favourable trade balance of $5,135,044. It should be noted, however, that a proportion of Canadian purchases from Uruguay are made through the United States. As the Government of Uruguay has indicated that import permits and foreign exchange will be provided on a pro-rata basis, restricting imports from any particular country to the amount that country contributes to the export trade of Uruguay, tighter controls on purchases from the dollar area may be anticipated. This is further emphasized by the fact that the United States has a favourable balance with Uruguay of $16,531,806, and by the ever-increasing decline in the dollar reserves in Uruguay.

Canada provided Uruguay with a wide variety of products during the past year, raw materials accounting for $2,387,278, consisting principally of newsprint, valued at $1,556,543; aluminum ingots, at $237,446; cardboard and other paper products, at $200,530; calcium carbonate, at $113,671; and acetic acid, asbestos, ferro-silicate, synthetic rubber, nylon yarns, natural silk yarns and zinc oxide.

Imports from Canada of secondary products were also substantial, comprising mainly agricultural implements valued at $1,187,208, principally harvesters ($962,913), threshers ($29,446), sowing machines ($25,434), mowers ($8,302), replacement parts and accessories ($2,714); and sewing machines, $130,167. Shipments of Canadian seed potatoes to Uruguay were worth $691,089. Pedigree cattle, numbering 71, were imported from Canada for the sum of $146,560. In addition, Canada sold Uruguay vehicles, $96,998; hardware goods, $73,342; foodstuffs, $55,599; building materials, $422,221; haberdashery, $20,845; musical instruments and films, $13,521; toys, $12,032; and medical instruments, $10.261.

Canada—Potatoes, loaded in Saint John, awaiting shipment. Uruguay purchased $691,089 worth of Canadian seed potatoes in 1948.

Foreign Trade of Uruguay

	Imports	Exports	Total
1946	$147,419,308	$152,765,336	$300,184,644
1947	215,106,006	162,502,768	377,608,774
1948	200,430,353	178,124,441	378,554,794

Imports showed a slight decrease from the previous year, indicating a modest improvement in commercial balances. As usual, the United States has been Uruguay's most important supplier, with $67,454,813 worth of goods and accounting for 33·65 per cent of total imports.

Imports into Uruguay by Countries

	1947		1948	
		Per Cent		Per Cent
United States	$82,341,717	38.28	$67,454,813	33.65
Great Britain	17,886,968	8.32	24,349,321	12.15
Brazil	18,369,838	8.54	19,602,732	9.78
Argentina	25,196,743	11.71	16,575,041	8.27
Belgium	5,349,859	2.49	9,130,501	4.56
Peru	10,951,322	5.09	6,948,995	3.47
Italy	8,528,432	3.97	6,196,927	3.09
India	2,319,919	1.08	5,709,812	2.85
Sweden	3,859,219	1.79	5,517,091	2.75
France	3,901,758	1.81	5,309,883	2.65
CANADA	3,912,447	1.82	5,275,415	2.63
Venezuela	1,682,984	0.78	4,244,427	2.11
Switzerland	4,764,262	2.22	4,089,284	2.04
Paraguay	3,922,053	1.82	3,029,484	1.51

Raw Materials Comprise Main Group of Imports

Among Uruguayan imports, raw materials occupied the predominant position representing 25·9 per cent of the total. Principal items included raw sugar, newsprint, tinplate, wheat, jute, iron plates, cellulose, iron in ingots, soda ash, raw cotton, sulphur, aluminum sulphate, raw and granulated coffee, caustic soda and various industrial chemicals.

Imports of machinery into Uruguay were valued at $29,111,662, representing 14·52 per cent of the total. The most important items in this category were agricultural machinery, replacement parts and accessories, motors in general, sewing machines, refrigerators, printing presses and slicing machines.

Vehicle imports totalling $22,384,656 were equivalent to 11·17 per cent of the total and included automobiles, buses, trucks, tires, tubes, automobile and truck chassis, motor-cycles, bodies, replacement parts and accessories, aircraft and jeeps.

Building materials followed in importance, representing a value of $16,918,086 or 8·44 per cent of the total. Softwoods, hardwoods, railway ties, steel in bars and sheets, asphalt, glass and refractory materials were the principal articles in this classification.

Imports of crude petrol, fuel oil, mineral carbons, coke, grease and lubricants, naphtha and kerosene totalled $16,361,651 or 8·17 per cent of the aggregate import figure.

Groceries and foodstuffs were imported to the extent of $13,552,443, or 6·77 per cent of total imports, consisting mainly of salt, refined sugar, table potatoes and vegetables, bananas, flours, sanitary papers, dried fruits and nuts, preserved goods, tea, yerba maté, canned foods, whisky and wines, cigars and cigarettes.

Livestock imported into Uruguay during 1948 were valued at $10,959,726 or 5·47 per cent of the total. Of that sum, the amount of $513,786 represented sales of pedigreed cattle.

Imports of cotton, woollen, rayon yarns and textiles in general, furs, carpets, etc., totalled $10,828,107 or 5·40 per cent of aggregate imports, while $5,118,330 (2·55 per cent of total imports) worth of hardware goods were brought into the country.

Canada is Chief Supplier of Newsprint

Uruguayan imports of newsprint during the past year represented a value of $2,821,043, and Canada was the chief supplier with a share of $1,556,543. Imports of printing paper, cigarette paper, paper and cardboard for industrial use equalled $822,891, $276,769 and $290,570 respectively. Imports from Canada of printing paper amounted to $196,795. while Sweden sold Uruguay $1,096,981 worth of newsprint, $238,082 of printing paper and $170,320 of paper and cardboard.

The United States supplied $12,829,606 worth of primary raw materials, chiefly steel, bronze sheets and ingots, sulphur, paint pigments, copper, kaolin and caustic soda. Brazil followed with $7,859,610, consisting mostly of raw cotton, raw sugar, raw tobacco, cocoa, coffee and chemicals. Imports from Great Britain, totalling $3,645,439, included tinplate, chemicals, iron in various forms, jute and insecticides. Belgium sold mainly pig iron and textiles for a total of $2,600,800.

Argentine exports of raw material to Uruguay equalled $2,195,825, the items being almost exclusively quebracho, wheat and some industrial machinery. Paraguay supplied Uruguay chiefly with raw cotton, accounting for $1,922,171 worth of goods. The United States, by far the most important supplier of machinery and accessories, supplied 60 per cent of

Uruguay's purchases of industrial machinery accounting for $16,241,378; Great Britain and Italy followed, selling similar goods for $3,405,184 and $3,005,062 respectively.

Vehicles imported into Uruguay came chiefly from the United States, who supplied $14,924,865 worth of automobiles (75 per cent of imported vehicles), bus and truck chassis, buses, trucks and replacement parts. Great Britain sold cars to Uruguay for a total of $5,045,546 and France, $1,641,286.

Brazil supplied Uruguay with $4,132,284 worth of building materials, chiefly lumber, both softwood and hardwood. The United States exported to Uruguay structural steel, lumber, asphalt, etc., totalling $4,117,411. Belgium, Great Britain and Paraguay supplied sanitary wares, tiles, cedar, amounting to $3,912,633, $2,095,874 and $1,072,874, respectively.

Brazil was the principal supplier of groceries and foodstuffs ($6,939,-353), including refined sugar, yerba maté, bananas. The United Kingdom furnished mainly whisky and cigarette paper ($874,772), while Holland sold table potatoes for a value of $665,337.

Holland was the most important supplier of pedigreed cattle ($157,184), followed by Canada ($146,560), Argentina ($101,950), Great Britain ($72,725), the United States ($27,438), and France ($7,929).

Importation of textiles comprised mainly woollen, rayon, nylon and cotton goods, the bulk of which was supplied by Great Britain ($3,130,466), the United States ($3,014,336), and France ($1,141,337). The United States and Great Britain were also the main suppliers of hardware goods in general, varnishes and paint, contributing $1,943,291 and $1,334,160, respectively.

United States and Great Britain Are Main Export Outlets

The pattern of Uruguayan export trade has not changed during the period under review and the list of principal customers remained the same: the United States bought $50,923,007 worth of goods or 28·99 per cent of Uruguay's exports in 1948; Great Britain, $32,631,513 (18·32 per cent); Belgium, $15,964,985 (8·96 per cent); Holland, $12,838,894 (7·21 per cent); Italy, $12,232,948 (6·87 per cent) and Brazil, $10,005,290 (5·62 per cent).

Wool continued to be the main export item, accounting for $66,088,445, or 37·10 per cent of the total, followed by meat and by-products, $44,637,912 (25·06 per cent); agricultural products, $38,483,466 (21·60 per cent); leathers and bristles, $21,976,328 (12·34 per cent).

Exports of wool to the United States amounted to $38,985,987 or 58·99 per cent of total wool exports; Italy bought $8,520,872 or 12·89 per cent of the aggregate, while Holland and Belgium took $5,674,053 (8·59 per cent) and $3,646,803 (5·52 per cent) respectively.

Great Britain has been the most important customer for Uruguayan meat and by-products, its purchases totalling $10,772,040 or 24·13 per cent of the total exports in that group, followed by the United States with $9,717,158 (21·77 per cent), Belgium $9,525,566 (21·34 per cent) and Holland $2,822,506 (6·32 per cent). The main items were beef, pork, canned meat, including corned beef, meat extracts, industrial and edible oils.

Agricultural products exported from Uruguay consisted mainly of linseed oil, wheat and wheat flour, flax, rice, linseed and sunflower cakes, frozen and preserved poultry, butter, cheese, flax flour, peanut cake, casein and sunflower flour. Great Britain took $10,798,425 worth of goods in this group, or 28·06 per cent of the total, while Brazil was the second best customer with $9,169,146 (23·82 per cent). Other buyers included

Holland with $3,466,829 (9·01 per cent), Australia, $2,227,559 (5·79 per cent), and Belgium, $1,896,061 (4·95 per cent).

The principal consumers of Uruguayan leather, hides and skins were Great Britain ($9,434,702, or 42·93 per cent of the total); France ($2,370,678 or 10·79 per cent); the United States ($1,713,124 or 7·79 per cent), while Italy, Germany, Holland bought 7·36 per cent, 6·63 per cent and 3·98 per cent of the total shipments respectively.

In the less important groups, such as industrial goods and textiles, Argentina was the best customer, buying about 50 per cent of the aggregate, while the Netherlands Antilles and the United States shared most of the remainder.

Work Authorized on Matarani-La Joya Railway

The government has authorized work on forty miles of railway line connecting La Joya, on the Southern Railways of Peru, with the new port of Matarani, about 10 miles north of the present port of Mollendo. Plans call for completion of this line in the early months of 1950, when Matarani will be converted into the principal port of entry for Southern Peru and Bolivia. It is estimated that this railway project will cost about 4,500,000 soles. The rails for this line are being purchased in the United States at a cost of $573,000.

Work on the extension of the existing narrow gauge railway from Cuzco to Machu Picchu, in the south of Peru, has been approved and 1,070,413 soles have been appropriated for it. The railway line will be extended a distance of about 13 miles from Machu Picchu to Huadquina, and at a later date approximately another 25 miles to Quillabamba. This railway serves an area rich in agriculture and minerals and also of notable archaelogical interest, as it passes through the area of the ancient Inca Empire.

Australian Firms Urged to Participate in Trade Fair

Melbourne, November 25, 1949.—(FTS)—R. M. Fowler, president of the Canadian Pulp and Paper Association, at a luncheon meeting in Canberra, suggested to Australian government officials concerned with dollar commitments that the 1950 Canadian International Trade Fair would present an excellent opportunity for Australian exporters to explore the market possibilities.

Many Australian manufacturers, who enjoyed established markets within the Commonwealth or with the Far East, were reported to be hesitant about switching to new fields in the dollar area. The Australian government is giving them every encouragement and has set up both an Export Advisory Committee and a Dollar Earning Committee to explore every possibility for developing new markets in Canada and the United States. Sympathetic support is also being given to plans for participation in the trade fair in Toronto from May 29 to June 9, 1950.

Increased interest is reported from potential exhibitors in Australia, with expectations that, if space permits, there will be exhibits of such products as: Engineering products and equipment, ball bearings, etc.; plant-lifting equipment; small wares and hand tools; toys; food products, such as canned foods, beverages and fruit juices; and textile products such as yarns, yarn goods and men's socks.

Belgo-Luxembourg Trade With Canada Aided by Devaluation

Canadian manufacturers and producers will be able to compete more favourably with American firms—Serious competition now offered by other sterling countries in many lines—Canadian market will be slightly more accessible for nearly all lines.

By W. Gibson-Smith, Assistant Commercial Secretary for Canada

(Editor's Note—This is the first in a series of four reports on economic conditions in Belgium and Luxembourg, prepared for publication in *Foreign Trade.*)

BRUSSELS, November 1, 1949.—Prior to the recent wave of devaluations, the Belgian authorities stated that their position was sufficiently strong to permit them to remain calm and unworried, regardless of what measures might be taken by other nations. Without doubt, however, the extent of the British devaluation and those which followed it surprised the Belgian authorities, and a decision was taken shortly thereafter to devalue by the modest amount of 12·34 per cent, resulting in a rate of 50 Belgian francs to United States $1. It seems that this step was taken with a view to the competitive situation in export markets, since the Belgian financial position was, and is, strong, even with reference to its United States dollar holdings. The Luxembourg authorities decided, after short consideration and with a view no doubt to assisting the smooth continuation of the existing Economic Union between the two countries, to devalue by the same figure.

The situation in Belgium and Luxembourg confronting the finance ministries was fairly similar to that facing the Canadian authorities, and it will be seen that the extent of the devaluations in the three countries did not differ greatly. Trade relations between Belgium and Canada will, as a result of the various devaluations throughout the world, reflect two changes. Canadian manufacturers and producers who have in the past been unable to compete with their American counterparts in this non-empire market, but whose selling prices have been not more than 9 per cent higher than the American prices, will now be able to make more headway in the Belgo-Luxembourg markets, which are equally as accessible to Canadian exporters as to American suppliers. On the other hand, the severe devaluations in the sterling area, Scandinavia and elsewhere, will mean much more serious competition in many lines. This will be particularly true with regard to pulp and paper, the Scandinavian prices for which are increasingly difficult to match.

Canadian Market Slightly More Accessible

As regards the reverse movement of Belgian and Luxembourg products to Canada, the net difference between the devaluations should make the Canadian market slightly more accessible for nearly all lines and, where Belgian produce is competing with American offerings, the trade across the ocean can be expected to increase.

Needless to say, the foregoing remarks must be conditioned by provisoes regarding the net effect of the devaluations upon the cost of living in the countries concerned. The government here has stated that it can see no reason why the recent devaluation should result in an increase in the cost of living. It has been calculated that some 70 per cent of the imports into Belgium and Luxembourg have been coming from countries which have devalued more than has Belgium. It is claimed by government spokesmen, therefore, that it is even possible that the cost of living may decline as an end result of the complicated interplay of the various devaluations. Naturally, although this point was not put forward by the government, there is some fear that prices in those countries which have devalued heavily might rise to such an extent as to nullify these predictions. The opposition parties here have been vehement in their attacks on what they describe as a completely unnecessary devaluation, and they feel that the government should have waited calmly, as they had stated in advance they were prepared to do, until some clear picture of the manifold effects of the devaluations of the other countries could be obtained.

No Violent Reactions on Wholesale or Retail Markets

There has been no violent reaction on the markets here, either whole sale or retail. The government brought in a law prohibiting price increases for stocks already in the country. Generally speaking, the news of the devaluation was received calmly by the trading community. However, labour was suspicious of the devaluation and fears the cost of living will rise as a result.

It seems clear that the major motive underlying the devaluation step which was taken is to be found in the iron and steel exports from the Belgium-Luxembourg Economic Union. These have been the mainstay of its economy. Prices and quantities moving since the war have been sufficiently good to keep the Union, generally speaking, in a remarkably prosperous condition, in spite of serious difficulties obtaining in most of the other important manufacturing industries here. It has been noted for some months, however, that the order books of the iron and steel producers have been progressively less full, and when the American iron and steel market became interested in exporting rather than importing, the effects upon the Belgo-Luxembourg Union were naturally profound, since the iron and steel industry here relies chiefly on exports for its livelihood. The present strikes in the steel industry of the United States serve to prevent as serious a decline in orders for the Belgian and Luxembourg mills as might have been expected otherwise.

Devaluation Aids Benelux

The relatively heavy devaluation of the Dutch currency by 30·3 per cent had a most helpful effect on the prospects for the implementation of Benelux. Until this devaluation occurred, the financial difficulties had almost brought about an impasse, and progress in the liberation from duty of merchandise entering the Netherlands from Belgium and Luxembourg had declined to a very low point. After the devaluation, however, a meeting was held of the various authorities concerned, which resulted in the signing of a pre-union commercial agreement between the Netherlands, Belgium and Luxembourg at Luxembourg on October 15, 1949. While there remain some hurdles yet to be surmounted, real progress was made at that meeting. A large percentage of Belgian and Luxembourg goods may now enter the Netherlands quite freely. Steel manufactures and textiles are not yet entirely free to enter the Netherlands from these countries without restriction, but the quotas were greatly enlarged. The largest single area in which progress remains to be made is in the realm of agricultural foodstuffs. It is hoped to arrive at a separate agreement for these products moving both ways across the border before long.

ECA Allocations Gratifying

The ECA allocations finally arrived at for the Belgo-Luxembourg Union are gratifying. No reductions were made by Washington at the last minute as were made for most of the other O.E.E.C. countries, because of the fact that Belgium's aid is used to enable her to grant drawing rights to other participating countries who have a chronic deficit in their accounts with Belgium.

The dollar resources of Belgium and Luxembourg are strong and there is considerable freedom in importing from the dollar area for almost any merchandise for which there is a commercial demand. Belgium is, however, a highly sought-after market, and prices and quality of goods offered must be highly competitive.

Trade Arrangement Negotiated Between Occupied Japan and Sterling Area

Provides for exchange of commodities with Australia, India, New Zealand, South Africa and the United Kingdom and colonies except Hong Kong—Amount involved is approximately U.S.$400 million.

By J. C. Britton, Commercial Representative for Canada

TOKYO, November 23, 1949.—Occupied Japan has negotiated a trade arrangement with the sterling area, which provides for the exchange of commodities with Australia, India, New Zealand, South Africa and the United Kingdom and colonies, with the exception of Hong Kong. The period extends from July 1, 1949, to June 30, 1950, and the amount involved is £143,000,000, or approximately U.S.$400,000,000. The trade plan was previously expressed in United States dollars, but is now calculated in pounds sterling. It follows the policy established in the previous trade arrangements of balanced trade between the two areas at the highest practicable level. There was a balance of trade in favour of Occupied Japan on June 30 under the trade arrangement for 1948-49 of £10 million (sterling). This amount is to be used by agreement to provide the necessary working capital to carry on trade with the sterling area.

Japan's new purchases from sterling-area countries subscribing to the arrangement during the twelve months covered under the arrangement are estimated at £55 million. The estimated new purchases by these countries from Japan are expected to approximate £45·5 million, the difference of £9·5 million being due to an excess of orders placed by the sterling area in Japan before June 30 and unfilled at that date over orders placed by Japan in the sterling area. Provision has been made for trade with sterling-area countries which subscribed to the sterling payments arrangement, but which did not participate in the negotiations that have just been concluded. The countries include Burma and Pakistan, and estimates for trade with these countries for the period covered by the trade arrangement are £27 million.

Commodities to be purchased from sterling-area countries include: cereals, cotton, wool, iron ore, rubber, salt, petroleum, hides and skins, and tanning materials. Sterling-area countries will purchase from Japan a wide range of manufactured goods, including textiles, machinery, canned fish, lumber, metals, electrical products, chemicals, and some pottery and glassware. The new arrangement provides for considerable expansion of trade and will permit increased purchases by Japan of foodstuffs and basic raw materials required for domestic consumption and export trade.

Norwegian Production of Iron Ore To be Expanded at Sydvaranger

Prewar output to be achieved by heavy expenditures on new equipment and buildings—ECA funds and new capital to be utilized—Majority interest in mines acquired by government—Exports substantially increased in 1948.

By S. G. MacDonald, Commercial Secretary for Canada

OSLO, November 21, 1949.—Large expenditures are involved in the restoration of equipment for the production of iron ore at Sydvaranger, in the northern part of Norway, where the annual output was approximately one million tons before the Second World War. Some $5,000,000 have been made available by the Economic Co-operation Administration, in Washington, for this project, and $10,000,000 of new capital have been invested in this industry. New buildings, including houses, have been erected, others are in course of construction, and new equipment has already been delivered, including electric power shovels, diesel ore-conveyors and a large ore-crusher.

The Norwegian Government acquired a majority interest in the mines at Sydvaranger in 1947, and efforts have been made to re-establish them on a prewar basis. As much of the original equipment was destroyed by the army of occupation, it was necessary to purchase new machinery. The crushing and agglomeration plants have been obtained, and other purchases are pending.

It is anticipated that, by the autumn of 1951, the mines, as well as the new separation plant at Kirkenes, will be operating at half capacity, when the production of iron ore is estimated to reach one million tons. Production of 1948 amounted to 287,992 metric tons, a considerable advance on the 197,509 tons mined during the previous year. These figures are indicative of the destruction by the German invaders, when compared with the 1938 production of 1,475,000 tons. With the new installations, it is expected that full production, or more than 1,500,000 tons of concentrates, will be reached in 1953-54, when full operation of the mines is anticipated. With full production, some 750 men will be employed, a number far below that required before the war. This is attributable to the complete modernization of the mines and plant.

Exports of Iron Ore Substantially Increased in 1948

Iron ore exports from Norway in 1948 greatly increased over that of the previous year, while preliminary figures to date in 1949 would indicate a further advance over last year's. During 1948, exports totalled 182,983 metric tons as compared with 51,166 in 1947 and 5,017 tons in 1946. There was a slight recession in pig iron exports last year, which amounted to 36,715 tons as compared with 47,972 tons in 1947. Comparative total production figures of pig iron in Norway during the last three years are: 63,331 tons in 1948, 74,514 tons in 1947 and 73,061 tons in 1946.

During 1948, arrangements were completed by Messrs. Christiania Spigerverk, the largest producer of finished steel products in Norway, to manufacture pig iron in the A/S Aardal Verk plant, partially constructed by the Germans during the war for the manufacture of aluminium. This plant has been taken over by the Norwegian Government and is being greatly extended, so that eventually, in the middle fifties, aluminum production may total about 50,000 tons annually.

By this arrangement it was expected that pig iron exports would show an increase in 1948, as compared with the figure for previous year, as some of this pig iron is intended for export as well as for use by Christiania Spigerverk in their own steel works. Unfortunately a rock slide during the summer of that year necessitated postponement of the opening of the A/S Aardal Verk plant, resulting in a non-realization of any anticipated increase in pig iron exports. During the current year, however, production and exports would appear to be increasing as compared with the 1948 output and, by the end of the year, a substantially increased total is expected in the trade.

Although it is expected that most of the iron ore to be produced at Sydvaranger when full capacity has been reached will be exported, a portion of it will probably be shipped to the new government-operated iron and steel plant at Mo in Rana, on the northeast coast of Norway.

Argentine Hides Cheaper in Dollars, But More Expensive in Pounds Sterling

Great Britain is principal purchaser, one-quarter of exports last year being made to that country—Prices set at highest possible level by Argentine Trade Promotion Institute.

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

BUENOS AIRES, October 28, 1949.—With the establishment of the new exchange rates for the Argentine peso on October 1 and the subsequent adjustment in prices, there has recently been a flurry in the local hide market. Many of these changes have been made with the object of making sales to the dollar area more attractive to Argentine exporters and, in the case of hides, revenue from sales for dollars will henceforth be converted at 483.21 pesos to U.S.$100, compared with the former rate of 335.82 pesos. This move automatically reduced prices in that currency by more than one-third, but IAPI, the Argentine government trading organization, has increased prices, although they still remain at a lower level than previously. A local trade journal has calculated that the old price of Argentine hides, modified by the new rate of exchange, would be approximately U.S.$0.2430 per pound, landed in the United States, whereas the new price has been established at approximately U.S.$0.2799 per pound.

The price of hides exported to the sterling area will continue to be at the rate of 13.53 pesos to the pound, but price increases of about 20 per cent will make Argentine hides that much more expensive to United Kingdom buyers. A comparison of new and former prices in Argentine pesos, United States dollars and pounds sterling is as follows:

Comparative Prices of Hides

	Argentine Pesos		U.S. Dollars		Pounds Sterling	
	New	Old	New	Old	New	Old
	Per 100 kilos					
Heavy steers	298.50	244.00	61.77	72.65	21- 6- 5	18- 0- 7
Reject steers	287.50	235.00	59.49	69.97	21- 5- 0	17- 7- 2
Light steers	311.90	255.00	64.55	75.93	23- 1- 0	18-17- 0
Light reject steers	298.50	244.00	61.77	72.65	21- 6- 5	18- 0- 7
Cowhides	299.50	245.00	61.98	72.95	21- 8- 0	18- 2- 0
Reject cowhides	254.50	208.00	52.66	61.93	18-16- 2	15- 7- 6
Extremes	367.00	300.00	75.95	89.33	27- 2- 6	22- 3- 6

The Argentine Trade Promotion Institute (IAPI) continues to control all transactions in hides. However, since last May the Institute no longer buys packing-house or dry hides direct, but establishes a minimum sales price which permits exporters to deal in hides for their own account, paying IAPI a commission on such transactions. Municipal packing-house hides remain under their direct control.

Throughout the year the Argentine hide market has been active, and the volume of sales has been up about 20 per cent over last year's level. The United Kingdom continues to be the leading purchaser of Argentine hides, averaging over 200,000 units per month. During 1948, Great Britain purchased about one-quarter of Argentine hide exports, and the United Kingdom-Argentine Convention, signed on June 27, 1949, allocated £11·6 million for the purchase of hides and skins. At that time this would have involved some three million hides, but the numbers may now have to be reduced as a result of higher prices. During the first nine months of this year, the United Kingdom has taken some 2,089,040 hides and skins.

Established Prices at Highest Level

IAPI has consistently followed the policy of setting Argentine hide prices at the highest possible level. In November, 1948, when IAPI suspended sales of hides in order to bolster prices, the then President of the National Economic Council is reported to have stated that "the Anglo-Saxon hides trust criticizes us for holding on to five million hides. That is true, but we thus secure prices three times as high. If we unload our production on the market, we will only cause prices to fall." At one time the packing plants were burdened with extremly heavy stocks, but the general international level rose to that quoted by IAPI, and sales were made at IAPI's price. There were reports of losses from deterioration of stocks, many of which were unfounded because most of the hides were held in cold storage. However, quantities of sheepskins held by packing plants at Rio Gallegos in the Patagonia region were sold below cost a few months ago.

Hides have been included in most of the commercial agreements which Argentina has signed with European countries, and most sales of this commodity have been on a government-to-government basis. While IAPI has been able to obtain prices above the levels prevailing in many other hide-producing countries, many of these sales have been effected under commercial and financial agreements, and the goods for which they were

Argentine Exports of Hides

	January-September, 1949					
	Calf skins No.	Dry cowhides No.	Salted cowhides No.	Horse hides No.	Sheep skins M. Tons	Goat skins No.
United Kingdom	577,444	16,000	1,495,579	......	....	7
United States	4,424	5,000	3,686	19,800	1,041	421
France	43,996	......	7,500	......	5,396	161
Belgium	49,700	7,204	43,256	300	453	5
Italy	139,083	234,275	68,877	4,780	169	10
Netherlands	253,973	13,932	431,559	18,361	243	80
Norway	......	......	81,150	......	....	....
Sweden	18,315	......	307,690	60,759	443	10
Spain	......	36,970	......	......	20	....
Switzerland	19,500	25,000	60,900	2,515	....	....
Rest of Europe	334,756	118,767	768,119	128,163	200	78
Brazil	......	......	......	......	214	....
Other S. A. Republics	......	......	15,140	......	....	....
Other countries	469,919	39,504	821,316	4,500	584	115
January-September, 1947	1,087,134	369,505	2,201,724	110,694	2,263	1,854
January-September, 1948	1,499,972	344,478	3,522,733	208,404	12,138	1,491
January-September, 1949	1,911,110	496,652	4,104,772	239,178	8,763	897

exchanged were priced proportionately higher. It is understood that sales made for dollars enjoyed a discount in price but, during the past year, Argentine prices have been consistently above American quotations, and few sales to that country have been effected.

According to an announcement by IAPI, more than 375,000 cowhides were disposed of within the first ten days following the adjustment in prices and exchange rates. United States importers have made the heaviest purchases in more than a year, taking over a third of the above-quoted figure for more than a million dollars. According to reports from New York, Argentine hides could be acquired during the first few days following depreciation of the peso at 15 per cent less than the American price, and importers took advantage of conditions to renew depleted stocks. The 5 per cent discount allowed on sales for dollars was an additional inducement to purchase. It is estimated that sales comprised about 125,000 light and smaller quantities of heavy hides.

Canadian Aluminum Wares Increased in Value

The value of aluminum hollow-ware and kitchen-ware produced in Canada in 1948 was $8,520,000, 16 per cent over the preceding year's total of $7,333,000, and far in excess of the prewar (1939) total of $1,667,000.—(*Dominion Bureau of Statistics, November 24, 1949*)

New Zealand Butter Production Higher

Wellington, November 2, 1949.—(FTS)—As a result of an increase on October 26 in New Zealand's butter ration from six to eight ounces per person per week, it is expected that total domestic consumption of butter will be increased by approximately 5,500 tons per annum. During the past two seasons, 1947-48 and 1948-49, local consumption was 22,000 tons but, since the ration was not increased until October, total consumption for the season ending July 31, 1950, is estimated at 26,000 tons.

As indicated in the following table, there was an increase of approximately 11,147 tons of butter shipped to the United Kingdom and 3,454 tons shipped to other countries during the past season.

Distribution of New Zealand Butter

	1947-48 Tons	1948-49 Tons
Sold in New Zealand	22,000	22,000
Shipped overseas—		
United Kingdom:		
Creamery butter	125,773	136,537
Whey butter	2,304	2,587
	128,077	139,124
Other countries	1,563	5,017

Production of butter since the beginning of the 1949-50 season (that is for the period August 1 to September 30) has already increased over the output for the same period of last year by 5,357 tons. The August to September output is roughly an increase of 20 per cent over last season's production for the same period and, while it is doubtful whether the present rate of increase over last year's already high production figures can continue throughout the season, it is likely that the overall output for the season will be higher. The favourable season and an estimated increase of 50,000 in the cow population are the principal factors in increased production to date. If this increase is maintained, it is not expected that the quantities shipped to the United Kingdom for the 1949-50 season will be less than that for the 1948-49 period.

Trade and Tariff Regulations

Bermuda Permits Imports of General Merchandise

Hamilton, November 28, 1949.—(FTS)—Importers in Bermuda were notified by the Director of Supplies on November 17 that permission to import general merchandise during the period November 17 to December 31, 1949, will be considered, provided that permits submitted do not exceed 50 per cent of quotas for the second six months of 1949, and that they will be chargeable to quotas for the first six months of 1950. Goods may arrive prior to December 31, 1949, but payment will not be made until on or after January 1, 1950.

British Honduras Permits Duty-free Entry of Agricultural Vehicles

Kingston, November 25, 1949.—(FTS)—Importers in British Honduras were notified on November 1 that trucks, tractors, trailers, carts, wagons, other vehicles and accessories, excluding spare parts, will be exempt from customs duty provided they are purchased from the stock of the holder of a Dealer's General Licence issued under the Motor Vehicles and Road Traffic Regulations, 1939, are new at the time of such purchase, and are purchased solely for use in agriculture.

No vehicle imported free of customs duty under the foregoing concession may be sold, given away or otherwise disposed of except upon payment of the customs duty which would have been payable at the time of importation.

Colombian Import Restrictions Relaxed for Certain Products

Bogotá, November 24, 1949.—(FTS)—The Colombian Exchange Control Office will grant import licences to any importer or merchant, without regard to the basic quota system, for certain specified products, in accordance with a resolution of November 19, 1949. Included are seeds for agriculture, chemical fertilizers, toilet paper, barbed wire for fences, certain iron and steel tubing, tools for agriculture, mining or industry, horse-shoe nails, domestic sewing machines up to $100 in value, parts for farm machinery, medical and dental instruments and apparatus, scientific instruments, needles, insecticides, copper sulphate and certain specified automotive parts. Licences for these products will be granted, provided they originate from manufacturers and are bought at export prices fixed by them. The importer must also give certain guarantees to insure use of the licence.

Guatemala Imposes Restrictions on Printed Matter

Guatemala City, November 24, 1949.—(FTS)—The Guatemalan printing trade was given protection by a ministerial resolution, published on November 17. This resolution gives power to the Guatemalan Commerce Department to control for one year, either by prohibiting, restricting or freeing from restriction, the importation of all printed and lithographed matter, provided that the local trade is able to satisfy the needs of the market, by affording consumers quality and prices similar to those of imported goods and by executing fixed term deliveries promptly.

Catalogues and price lists of foreign houses located outside Guatemala and leaflets or pamphlets bearing technical or scientific instructions referring to a definite product or to machinery, etc., especially if unknown in the country, are exempt from this restriction.

Cuba Permits Imports of Onions from Canada

Havana, November 21, 1949.—(FTS)—Canada and Holland were added to the list of countries from which onions will be permitted to be imported into Cuba, by a decree published October 24. Shipments will have to be covered by health certificates declaring the onions to be free of pests. This measure has been adopted as a result of representations made by local agents of both Canadian and Dutch firms and is of a temporary nature, pending final decision as to whether or not the importation of onions of Canadian or Dutch origin should continue to be permitted.

Peru Permits Duty-free Entry of Pharmaceutical Products

Lima, November 25, 1949.—(FTS)—All medicinal and pharmaceutical products imported into Peru will be exempted from the payment of customs duties and additional import taxes, the Ministry of Finance and Commerce announced on November 20.

Philippines Issues Import Control Notice

Hong Kong, November 25, 1949.—Merchandise imported into the Philippines under "1949 quotas" must be shipped from ports of embarkation before December 31, 1949, according to a regulation issued by the Philippines Import Control Board on November 17. Goods shipped after the end of this year will not be allowed to enter the Philippines, and will be subject to confiscation unless the importer secures sufficient 1950 quotas to cover them.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of *Foreign Trade* in which it was shown should be supplied.

110. **Cuba**—Audrain & Medina S.A., Neptuno 524, Havana, Cuba, is interested in obtaining an agency for Canadian pharmaceutical products. This firm is highly rated and has excellent distribution and sales facilities. File: T.E. 441.

DATA FOR EXPORTERS COMPILED

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

Ocean-Going Sailing Schedules

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

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

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

DEPARTURES FROM HALIFAX

* Calls at Saint John.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	January 16–20	*Japara*	Cunard Donaldson
Argentina—			
Buenos Aires	December 23–28	*Bowmate*	Cunard Donaldson
	January 15–16	*Mormacmar*	Montreal Shipping
Belgium—			
Antwerp	December 20–24	*Danaholm*	Swedish American
	January 3–10	*Vasaholm*	Swedish American
Brazil—			
Santos, Rio de Janeiro	December 23-28	*Bowmonte*	Cunard Donaldson
	January 15–16	*Mormacmar*	Montreal Shipping
Colombia—			
Barranquilla	December 24–30	**Vigor*	Swedish American
	January 24–28	**Svaneholm*	Swedish American
Cuba—			
Havana	December 21–28	**Tunaholm*	Swedish American
Denmark—			
Copenhagen	December 20-21	*Mormacisle*	Montreal Shipping
	December 20–24	*Danaholm*	Swedish American
	January 3–10	*Vasaholm*	Swedish American
Egypt—			
Alexandria, Port Said, Suez	January 16–20	*Japara*	Cunard Donaldson
Finland—			
Helsinki	December 20–21	*Mormacisle*	Montreal Shipping
	December 20–24	*Danaholm*	Swedish American
	January 3–10	*Vasaholm*	Swedish American
France—			
Le Havre	December 20–24	*Danaholm*	Swedish American
	January 3–10	*Vasaholm*	Swedish American
Germany—			
Hamburg	December 20–24	*Danaholm*	Swedish American
	January 3–10	*Vasaholm*	Swedish American
French Indo-China—			
Saigon	December 27–31	*Olga Maersk*	Robert Reford

Destination	Loading Date	Vessel	Operator or Agent
Hong Kong	December 15–25	*Rockside*	Canada Asiatic
	December 27–31	*Olga Maersk*	Robert Reford
India—			
Bombay; Calcutta	December 15–25	*Rockside*	Canada Asiatic
Indonesia—			
Batavia; Soerabaya; Belawan-Deli	December 19–23	*Steel Architect*	Isthmian Steamships
Batavia; Samarang; Soerabaya; Cheribon	January 16-20	*Japara*	Cunard Donaldson
Israel—			
Tel-Aviv; Haifa	December 19–23	*Steel Architect*	Isthmian Steamships
Japan—			
Keelung	December 27–31	*Olga Maersk*	Robert Reford
Malaya—			
Penang; Port Swettenham	December 19–23	*Steel Architect*	Isthmian Steamships
	December 27–31	*Olga Maersk*	Robert Reford
	January 16–20	*Japara*	Cunard Donaldson
Mexico—			
Vera Cruz; Tampico	December 21–28	**Tunaholm*	Swedish American
Netherlands—			
Amsterdam; Rotterdam	December 20–24	*Danaholm*	Swedish American
	January 3–10	*Vasaholm*	Swedish American
Netherlands Antilles—			
Willemstad	December 24–30	**Vigor*	Swedish American
	January 24–28	**Svaneholm*	Swedish American
Norway—			
Oslo	December 20–21	*Mormacisle*	Montreal Shipping
Oslo; Kristiansand; Stavanger; Bergen	December 20–24	*Danaholm*	Swedish American
	January 3–10	*Vasaholm*	Swedish American
Philippines—			
Manila; Iloilo; Cebu	December 27–31	*Olga Maersk*	Robert Reford
Pakistan—			
Karachi	December 15–25	*Rockside*	Canada Asiatic
Poland—			
Gdynia	December 20–21	*Mormacisle*	Montreal Shipping
Puerto Rico—			
San Juan	December 24–30	**Vigor*	Swedish American
	January 26–31	**Svaneholm*	Swedish American
Saudi Arabia—			
Jeddah	January 16–20	*Japara*	Cunard Donaldson
Siam—			
Bangkok	December 27–31	*Olga Maersk*	Robert Reford
Singapore	December 19–23	*Steel Architect*	Isthmian Steamships
	December 27–31	*Olga Maersk*	Robert Reford
	January 16–20	*Japara*	Cunard Donaldson

DEPARTURES FROM HALIFAX—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Sweden—			
Gothenberg, Malmo, Stockholm	December 20–21	*Mormacisle*	Montreal Shipping
Gothenburg, Stockholm, Malmo, Norrkoping	December 20–24	*Danaholm*	Swedish American
	January 3–10	*Vasaholm*	Swedish American
United Kingdom—			
Avonmouth	December 15–21	*Dorelian* (r)	Cunard Donaldson
Swansea	December 23–28	*Bristol City*	Furness Withy
Liverpool	December 17–21	*Nova Scotia* (r)	Furness Withy
	Dec. 29–Jan. 2	*Newfoundland* (r)	Furness Withy
Uruguay—			
Montevideo	December 23–28	*Bowmonte*	Cunard Donaldson
	January 15–16	*Mormacmar*	Montreal Shipping
Venezuela—			
La Guaira, Maracaibo, Puerto Cabello	December 24–30	**Vigor*	Swedish American
	January 26–31	**Svaneholm*	Swedish American
West Indies—			
Antigua, Barbados, Bermuda, British Guiana, Dominica, Grenada, Montserrat, St. Kitts, St. Lucia, St. Vincent, Trinidad	December 13–22	*Alcoa Pegasus*	Alcoa Steamships
	December 16–23	**Lady Rodney* (r)	Canadian National
	Dec. 27–Jan. 5	*A Ship*	Alcoa Steamships
	January 4–11	**Lady Nelson* (r)	Canadian National
	January 10–19	*A Ship*	Alcoa Steamships
	January 17–24	**Canadian Challenger*	Canadian National
	February 1–7	**Lady Rodney* (r)	Canadian National
Jamaica, Bahamas	December 22	*Canadian Constructor*	Canadian National
	January 3	*Canadian Cruiser*	Canadian National
	January 17	*Canadian Constructor*	Canadian National
	January 31	*Canadian Cruiser*	Canadian National
	February 14	*Canadian Constructor*	Canadian National

DEPARTURES FROM SAINT JOHN

* Calls at Halifax.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East			
Cape Town, Port Elizabeth, East London, Durban, Lourenço Marques, Beira	December 31	*Thorsisle*	Kerr Steamships
	January 4–14	*Chandler*	Elder Dempster
	January 28	*Thorstrand*	Kerr Steamships
	February 4–14	*Cambray*	Elder Dempster
	February 20	*Thorshall*	Kerr Steamships
Mombasa	December 31	*Thorsisle*	Kerr Steamships
	January 28	*Thorstrand*	Kerr Steamships
	February 20	*Thorshall*	Kerr Steamships
Australia—			
Brisbane, Sydney, Geelong, Melbourne, Adelaide	January 26	*Ottawa Valley*	Montreal Australia New Zealand Line

Destination	Loading Date	Vessel	Operator or Agent
Belgium— Antwerp	Dec. 27–Jan. 3 December 30 January 5 January 15 February 1–4 February 2	Wanstead *Beavercove (r) *Beaverglen (r) *Beaverdell (r) Rouen *Beavercove (r)	Cunard Donaldson Canadian Pacific Canadian Pacific Canadian Paciffic Furness Withy Canadian Pacific
British Honduras— Belize	January 11–12	*Congo	Saguenay Terminals
Ceylon— Colombo	January 5–10	City of Poona	McLean Kennedy
Colombia— Barranquilla	January 11–12	*Congo	Saguenay Terminals
Cuba— Santiago Havana	January 11–12	*Congo	Saguenay Terminals
Havana	December 27–29	*Eika	Federal Commerce
Dominican Republic— Ciudad Trujillo	December 30–31 January 13–14	*Askepot *A Ship	Saguenay Terminals Saguenay Terminals
France— Le Havre	February 1–4	Rouen	Furness Withy
Marseilles	December 26–29	Capo Arma	Furness Withy
Germany— Hamburg	Dec. 27–Jan. 3	Wanstead	Cunard Donaldson
Guatemala— Puerto Barrios	January 11–12	*Congo	Saguenay Terminals
Haiti— Port au Prince	January 13–14	*A Ship	Saguenay Terminals
India— Bombay Madras Calcutta Cochin	January 5–10	City of Poona	McLean Kennedy
Ireland— Dublin	December 24–30 January 20–24	Lord O'Neill Ramore Head	McLean Kennedy McLean Kennedy
Italy— West Coast Ports	December 26–29	Capo Arma	Furness Withy
Genoa Naples	Dec. 31–Jan. 5	Mont Alta	Montreal Shipping
Mediterranean— Western and Central Areas	Dec. 31–Jan. 5	Mont Alta	Montreal Shipping
Mexico— Vera Cruz	December 27–29	*Eika	McLean Kennedy
Netherlands— Amsterdam Rotterdam	Dec. 27–Jan. 3	Wanstead	Cunard Donaldson
Netherlands Antilles— Curaçao Aruba	December 30–31	*Askepot	Saguenay Terminals
New Zealand— Auckland Wellington Lyttelton Dunedin	January 15	Pipiriki	Montreal Australia New Zealand Line

DEPARTURES FROM SAINT JOHN—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Northern Ireland—			
Belfast	December 20–24	*Torr Head*	McLean Kennedy
	January 2–6	*Lord Glentoran*	McLean Kennedy
Pakistan—			
Karachi	January 5–10	*City of Poona*	McLean Kennedy
Puerto Rico—			
San Juan	January 13–14	**A Ship*	Saguenay Terminals
United Kingdom—			
Avonmouth	December 21–27	*Moveria* (r)	Cunard Donaldson
	January 19–25	*Delilian* (r)	Cunard Donaldson
	Jan. 28–Feb. 3	*Dorelian* (r)	Cunard Donaldson
Glasgow	December 16–22	*Salacia* (r)	Cunard Donaldson
	January 4–10	*Norwegian*	Cunard Donaldson
	Jan. 27–Feb. 3	*Salacia* (r)	Cunard Donaldson
Hull	December 20–24	*Bassano* (r)	McLean Kennedy
	January 3–7	*Consuelo* (r)	McLean Kennedy
Leith, Newcastle	December 24–29	*Cairnesk*	Furness Withy
Liverpool	December 17–23	*Arabia* (r)	Cunard Donaldson
	December 20–24	*Torr Head*	McLean Kennedy
	December 24–30	*Lord O'Neill*	McLean Kennedy
	December 31	**Empress of Canada* (r)	Canadian Pacific
	January 2–6	*Lord Glentoran*	McLean Kennedy
	January 3–9	*Fort Cadotte*	Cunard Donaldson
	January 7	**Beaverford*	Canadian Pacific
	January 18	**Empress of France* (r)	Canadian Pacific
	January 20–24	*Ramore Head*	McLean Kennedy
	January 20–26	*Arabia* (r)	Cunard Donaldson
	February 5	*Beaverford*	Canadian Pacific
London	December 23	**Beaverlake* (r)	Canadian Pacific
	December 30	**Beacercove* (r)	Canadian Pacific
	Dec. 27–Jan. 2	**Fort Spokane*	Cunard Donaldson
	Dec. 27–Jan. 4	*Asia* (r)	Cunard Donaldson
	December 30	**Beavercove* (r)	Canadian Pacific
	January 5	*Beaverglen* (r)	Canadian Pacific
	January 15	**Beaverdell* (r)	Canadian Pacific
	January 15–21	*Valacia* (r)	Cunard Donaldson
	January 22–28	*Vandalia*	Cunard Donaldson
	February 2	**Beavercove* (r)	Canadian Pacific
Manchester	December 21–24	*Manchester City* (r)	Furness Withy
	December 28–31	*Manchester Regiment* (r)	Furness Withy
	January 4–7	*Manchester Progress* (r)	Furness Withy
Venezuela—			
Puerto Cabello, La Guaira, Maracaibo	December 30–31	**Askepot*	Saguenay Terminals
	January 13–14	**A Ship*	Saguenay Terminals

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, Port Elizabeth, East London, Durban	Late December	*Bellerby*	Seaboard Shipping
	Late December	*Atlantic Ocean*	Seaboard Shipping
	January 10	*Limburg*	Dingwall Cotts
	February 10	*Silversandal*	Dingwall Cotts

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires	January 5	*Grenanger*	Empire Shipping
Australia—			
Sydney, Melbourne, Brisbane	Late December	*Alameda*	Dingwall Cotts
Sydney, Melbourne, Adelaide	Mid-January	*Boolongena*	Empire Shipping
Sydney	Mid-January	*Sonoma*	Dingwall Cotts
Hobart, Melbourne, Sydney	December 30	*Waikawa*	Canadian Australasian
Belgium—			
Antwerp	December 26	*Guayana* (r)	Gardner Johnson
	January 7	*Washington*	Empire Shipping
	January 11	*Los Angeles* (r)	Gardner Johnson
	January 26	*Paraguay* (r)	Gardner Johnson
	February 2	*Golden Gate* (r)	Gardner Johnson
Brazil—			
Rio de Janeiro, Santos	January 5	*Grenanger*	Empire Shipping
Canal Zone—			
Balboa, Panama City	December 27	*Gunner's Knot*	Gardner Johnson
	January 3	*Santa Flavia*	Gardner Johnson
	January 6	*Don Anselmo*	Empire Shipping
	January 7	*Coastal Adventurer*	Gardner Johnson
Cristobal	December 27	*Gunner's Knot*	Gardner Johnson
	January 7	*Coastal Nomad*	Gardner Johnson
Ceylon—			
Colombo	December 24	*Lawak*	Dingwall Cotts
	January 4	*Silvermaple*	Dingwall Cotts
	February 3	*Höegh Silvermoon*	Dingwall Cotts
Chile—			
Arica, Antofagasta, Valparaiso	January 3	*Santa Flavia*	Gardner Johnson
	January 5	*Grananger*	Empire Shipping
China—			
Shanghai	December 23–24	*Washington Mail* (r)	Canadian Blue Star
Colombia—			
Barranquilla	December 27	*Gunner's Knot*	Gardner Johnson
	January 3	*Santa Flavia*	Gardner Johnson
	January 6	*Don Anselmo*	Empire Shipping
	January 7	*Coastal Adventurer*	Gardner Johnson
Buenaventura	January 3	*Santa Flavia*	Gardner Johnson
Costa Rica—			
Puntarenas	December 27	*Gunner's Knot*	Gardner Johnson
	January 6	*Don Anselmo*	Empire Shipping
	January 7	*Coastal Nomad*	Gardner Johnson
Cuba—			
Havana, Santiago	January 10	*George D. Gratsos*	Empire Shipping
Ecuador—			
Guayaquil	January 3	*Santa Flaiva*	Gardner Johnson
El Salvador—			
La Libertad, La Union	December 27	*Gunner's Knot*	Gardner Johnson
	January 3	*Santa Flavia*	Gardner Johnson
	January 7	*Coastal Nomad*	Gardner Johnson
La Libertad	January 6	*Don Anselmo*	Empire Shipping

Destination	Loading Date	Vessel	Operator or Agent
France—			
Le Havre, Bordeaux, Dunkirk	January 7	*Washington*	Empire Shipping
Germany—			
Hamburg	December 26	*Guayana* (r)	Gardner Johnson
	January 11	*Los Angeles* (r)	Gardner Johnson
	January 26	*Paraguay* (r)	Gardner Johnson
	February 2	*Golden Gate* (r)	Gardner Johnson
Guatemala—			
San Jose, Guatemala City	December 27	*Gunner's Knot*	Gardner Johnson
	January 3	*Santa Flavia*	Gardner Johnson
	January 7	*Coastal Nomad*	Gardner Johnson
San Jose	January 6	*Don Anselmo*	Empire Shipping
Hawaii—			
Honolulu	Late December	*Hawaiian Lumberman*	Dingwall Cotts
	Late December	*Hawaiian Logger*	Dingwall Cotts
Hong Kong			
Hong Kong	December 23-24	*Washington Mail* (r)	Canadian Blue Star
	January 18	*Mangarella*	Empire Shipping
India—			
Bombay	December 24	*Lawak*	Dingwall Cotts
	February 3	*Höegh Silvermoon*	Dingwall Cotts
Madras	Late December	*King David*	Canada Transport
Calcutta	January 14	*Singkep*	Dingwall Cotts
Bombay, Calcutta	January 4	*Silvermaple*	Dingwall Cotts
Indonesia—			
Batavia, Samarang, Soerabaya, Cheribon	December 24	*Lawak*	Dingwall Cotts
	January 4	*Silvermaple*	Dingwall Cotts
	January 14	*Singkep*	Dingwall Cotts
	February 3	*Höegh Silvermoon*	Dingwall Cotts
Soerabaya, Samarang	December 13-23	*Lake Fatla*	Anglo Canadian
Israel—			
Tel-Aviv, Haifa	January 11	*George D. Gratsos*	Empire Shipping
Italy—			
Genoa, Leghorn, Naples, Venice	December 26	*Leme*	Empire Shipping
Malaya—			
Penang, Port Swettenham	December 23-24	*Washington Mail* (r)	Canadian Blue Star
	January 4	*Silvermaple*	Dingwall Cotts
	February 3	*Höegh Silvermoon*	Dingwall Cotts
Mexico—			
Manzanillo	December 27	*Gunner's Knot*	Gardner Johnson
	January 7	*Coastal Nomad*	Gardner Johnson
Netherlands—			
Rotterdam, Amsterdam	January 7	*Washington*	Empire Shipping
New Zealand—			
Auckland, Wellington	December 30	*Waikaawa*	Canadian Australasian
Wellington	Late December	*Alameda*	Dingwall Cotts
Pakistan—			
Karachi	December 24	*Lawak*	Dingwall Cotts
	February 3	*Höegh Silvermoon*	Dingwall Cotts

DEPARTURES FROM VANCOUVER—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Persian Gulf—	December 24	*Lawak*	Dingwall Cotts
	February 3	*Höegh Silvermoon*	Dingwall Cotts
Peru—			
Callao	January 3	*Santa Flavia*	Gardner Johnson
Mollendo	January 5	*Grenanger*	Empire Shipping
Philippines—			
Manila, Iloilo, Cebu	December 23–24	*Washington Mail* (r)	Canadian Blue Star
	December 24	*Lawak*	Dingwall Cotts
	January 4	*Silvermaple*	Dingwall Cotts
	January 14	*Singkep*	Dingwall Cotts
	February 3	*Höegh Silvermoon*	Dingwall Cotts
Manila, Cebu	January 18	*Mangarella*	Empire Shipping
Samoa—			
Pago-Pago	Late December	*Alameda*	Dingwall Cotts
Singapore	December 24	*Lawak*	Dingwall Cotts
	January 4	*Silvermaple*	Dingwall Cotts
	January 14	*Singkep*	Dingwall Cotts
	February 3	*Höegh Silvermoon*	Dingwall Cotts
Society Islands—			
Papeete	December 30	*Waikawa*	Canadian Australasian
Sweden—			
Stockholm, Gothenburg, Malmo	December 26	*Guayana* (r)	Gardner Johnson
	January 11	*Los Angeles* (r)	Gardner Johnson
	January 26	*Paraguay* (r)	Gardner Johnson
	February 2	**Golden Gate* (r)	Gardner Johnson
Trieste	Late December	*Leme*	Empire Shipping
United Kingdom—			
Manchester	Early January	*Brazilian Prince*	Furness Withy
	Early January	*Pacific Liberty*	Furness Withy
Unstated Ports	December 22	*Cape Howe*	Balfour Guthrie
	December 24	*Merchant Knight*	Dodwell Company
	December 26	*Guayana* (r)	Gardner Johnson
	Late December	*Greenwich*	Dodwell Company
	Late December	*Loch Avon*	Royal Mail Lines
	Late December	*Vulcano*	Seaboard Shipping
	Late December	*Loch Garth*	Royal Mail Lines
	January 7	*Lismoria*	Balfour Guthrie
	January 11	*Los Angeles* (r)	Gardner Johnson
	Jan. 23–Feb. 3	*Lake Winnipeg*	Canada Shipping
	January 26	*Paraguqy* (r)	Gardner Johnson
	January	*Loch Ryan*	Royal Mail Lines
	February 2	*Golden Gate* (r)	Gardner Johnson
Uruguay—			
Montevideo	January 5	*Grenanger*	Empire Shipping
Venezuela—			
Maracaibo	December 27	*Gunner's Knot*	Gardner Johnson
	January 7	*Coastal Nomad*	Gardner Johnson
Maraciabo, Puerto Cabello, La Guaira	January 6	*Don Anselmo*	Empire Shipping

Danish Industrial Fair to be Held in March

Denmark will hold its Fourth Annual Industrial Fair in Copenhagen from March 17 to March 26, 1950. Further information may be obtained from: Secretariat, Industrimessen, Frederiksgade 11, Copenhagen, Denmark.

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
Halifax to St. John's	Fortnightly	Blue Peter Steamships
North Sydney to Port aux Basques	Daily, except Sunday	Canadian National Railways
Saint John to St. John's	Weekly	Furness Red Cross Line
Saint John and Halifax to St. John's	Every three weeks	Blue Peter Steamships
Saint John to St. John's	Fortnightly	Blue Peter Steamships

Immigration to Southern Rhodesia Lower

Immigrants accepted by Southern Rhodesia during August totalled 1,175 or 70 less than in the previous month. Total immigration in the first eight months of the current year, at 9,644, was considerably below the corresponding 1948 figure of 12,044. The 1948 total, however, included 1,963 R.A.F. permanent staff and dependents, whereas this year there were 1,214.

Nearly two-thirds of the 1948 total, and about three-fifths in the current year, were born in the United Kingdom. Slightly more immigrants this year declared the Union of South Africa as their country of last permanent residence than the United Kingdom. Last year, immigrants from the United Kingdom outnumbered those from the Union of South Africa by nearly two to one.

Capital declared by immigrants in the first eight months of this year totalled £2,687,270, as compared with £4,251,511 in the corresponding period of 1948, and £2,920,590 in 1947.

The industrial classification of the January-August 1949 immigrants were: Public service, 1,629 (Including 825 R.A.F. and N.A.A.F.I.; 708 entering government service and 96 others, i.e. municipal employees, etc.); manufacturing, 659; building and construction, 636; transport and communications, 465; commerce and finance, 457; agriculture, 320; professions, entertainment and sport, 271; personal service, 131; mining, 128; and other industries, 35.—(*Southern Rhodesia Statistical Bulletin.*)

Canadian Coastal Ships Built for Venezuela

Two vessels, the *Zulia* and the *Carabobo,* built in Montreal by Canadian Vickers, Limited, for the C. A. Venezolana de Navegacion, have cleared port for Venezuela, the former on December 3 and the latter on December 5.

They are 170 feet long and carry 650 tons deadweight cargo. The transfer of these vessels to the Caribbean is being undertaken by Saguenay Terminals, Limited. On arrival at their destination, these ships will enter the coastal service.

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

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

Argentina

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

Territory includes Uruguay and Paraguay.

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

Australia

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

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

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

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

Belgian Congo

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

Territory includes Angola and French Equatorial Africa.

Belgium

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

Territory includes Luxembourg.

Brazil

Rio de Janeiro—D. W. JACKSON, Commercial Secretary, Canadian Embassy, Edificio Metropole. Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—Acting Commercial Secretary for Canada, 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 Vassilissis 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, 5th Floor, Grand Parade Centre Building, Adderley 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 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—Dr. W. C. Hopper, Agricultural Secretary, 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, Esquira Veroes. Address for letters: Apartado 3306.

Territory includes Netherlands Antilles.

Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations Nov. 28	Nominal Quotations Dec. 5
Argentina	Peso	Official	·2977	·3275	·3275
		Free	·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	Banking	·0233	·2056	·0256
		Official	·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	·0220
Denmark	Krone	....	·2084	·1592	·1592
Dominican Republic	Peso	....	1·0000	1·1000	1·1000
Ecuador	Sucre	....	·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	Official	·0037	·0032	·0032
French Empire—African	Franc	....	·0073	....	....
French Pacific Possessions	Franc	....	·0201	....	....
Germany	Deutsche Mark	....	·3000	·2619	·2619
Guatemala	Quetzal	....	1·0000	1·1000	1·1000
Haiti	Gourde	....	·2000	·2200	·2200
Honduras	Lempira	....	·5000	·5500	·5500
Hong Kong	Dollar	....	·2519	·1925	·1925
Iceland	Krona	....	·1541	·1178	·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	·0649	·0666
Philippines	Peso	....	·4975	·5500	·5500
Portugal and Colonies	Escudo	....	·0400	·0385	·0385
Singapore	Straits Dollar	....	·4702	·3593	·3593
Spain and Colonies	Peseta	....	·0916	·1008	·1008
Sweden	Krona	....	·2783	·2126	·2126
Switzerland	Franc	....	·2336	·2558	·2565
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	....	....