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COVER SUBJECT—Electrical transformer, weighing 77 short tons, being transferred during the past season in Montreal from the Canadian Pacific cargo liner *Beaverdell* to the deck of a 75-ton floating crane, operated by the National Harbours Board. This transformer was built in Surrey, England, for installation in No. 3 Power House of the Shawinigan Water and Power Company, at Shawinigan Falls, Que. It was the first of two 60,000 kva transformers, manufactured by the Hackbridge and Hewittic Electric Company, Limited, for shipment to this country. Weight was an important factor in their design, in order that this should not exceed the crane capacity in transit to Shawinigan Falls. For this reason, the units are of three-limb core construction, and somewhat higher than the five-limb core transformers more commonly in use. They have an overall height of 26 feet.

Photo by Canadian Pacific Steamships

Price 10 cents

Canada Shifting Purchases From United States to Great Britain

Right Hon. C. D. Howe explains necessity for increasing imports from Europe in New York address—Problems confronting Canada and United States no less serious than during war years—Co-operation between two countries should be continued—Canada's imports and exports well balanced.

PROBLEMS confronting Canada and the United States are no less serious than during the war years, the Right Hon. C. D. Howe, Minister of Trade and Commerce, declared in New York on December 6, 1949, when addressing graduates of the Massachusetts Institute of Technology. The trade problem was solved to the mutual advantage of both countries. "Surely our present problems are not beyond our wit to solve," he said. "High tariffs are one of the present obstacles. Let us make a real approach to removing that particular obstacle. The alternative is either a collapse of multilateral trade, or a continuation of large-scale lending by North America to proud countries, which do not want charity and are willing to pay for their needs with goods. The objective must be to put an end to loans and gifts by opening up the channels of trade. For leadership in this direction, the world looks to the United States, the country with the strongest economy in the world."

Every country should concern itself with bringing its trade into balance with the dollar area, and particularly with the United States, Mr. Howe continued. This involved, for Canada, the shifting of several hundreds of million dollars worth of imports from the United States to Great Britain and European countries. "Canada must increase her imports from Europe, but can only do this by reducing her imports from the United States. To the extent that we can increase our sales to you, we can, of course, balance our position by positive, rather than by those negative measures that are always painful to both sides."

Co-operation between Canada and the United States during the war was made possible by the simplicity of the objective. Everyone realized that nothing must be allowed to interfere with the winning of the war, and exchanges of goods across the common boundary did not interfere with the welfare of any individual groups in either country. The objectives were not now as clear, the Minister said, nor were the fundamentals so well understood. "Peoples of the world are divided into three distinct groups—those who have an abiding faith in what we call democracy, which, in the last analysis, is a recognition of the supremacy of the individual over the state; those who have accepted totalitarianism, which acknowledges the supremacy of the state over the individual; and those who are trying to decide which of these two systems offers them the best hope for the future. Under these circumstances, there can be no doubt of the importance of the example set by the democracies, and particularly the importance of maintaining prosperity and a high level of employment in their territories."

Canada Third Among Exporting Nations

Both Canada and the United States were trading nations. The latter was first among the exporting nations, while the former was third, with the United Kingdom in between. Both Canada and the United States required markets for their surplus production, the alternative being a

glut of certain commodities and a resulting drop in the level of both prices and employment. Both countries required substantial imports. Canada was less self-contained than the United States, and her exports and imports were normally in close balance. The United States, on the other hand, normally had a preponderance of exports.

"Trade across our common border is far greater than trade between any other two countries in the world," the Minister pointed out. "Our resources are largely complementary and our needs are complementary. Canada supplies you with 80 per cent of your newsprint paper, together with considerable quantities of wood pulp and timber. In metals, we supply practically all your nickel and considerable quantities of aluminum, copper, zinc, lead, and uranium. Our abundance of hydro-electric power enables us to ship you certain manufactured products.

"On the other hand, you supply us with cotton, coal, petroleum, citrus fruits and a wide range of manufactured goods and components. Canada buys more from you than you buy from Canada, and this is especially true when both countries are prosperous. In the old days of convertible currencies, this unbalance of trade caused no great difficulty, since we were able to settle our balance with you by earnings from exports to Europe and to other parts of the world. Today, that unbalance is a serious matter indeed, and has led to devaluation of the Canadian currency and to restrictive measures designed to bring into manageable proportions the consequent drain on our United States dollar reserves. I may say at once that both devaluation of our currency in terms of United States dollars, and trade restrictions, are as disagreeable to us as I am sure they are to you.

Wartime Co-operation Provided Fine Example

"During the war years, this unbalance of trade and consequent dollar difficulties was not allowed to interfere with the war effort of either country. The enormous and sudden demands of war confronted us with unexpected shortages, both of raw materials and manufacturing capacity. It then became abundantly clear that a new approach to our national production program was imperative. Nowadays, there is a tendency to forget the remarkable degree of co-operation which was achieved by our two countries during the war. It seems to me that those wartime experiences may have some lessons for the present.

"The need for a new approach to our mutual trade appeared in the Spring of 1941. At that time, Canadian needs for your steel, machine tools and components for new war production seemed almost limitless, while at the same time overseas demands for Canadian products were growing. No longer could Canada balance trade deficits with the United States by overseas credits, and a serious shortage of United States dollars developed. This was a matter of alarm in Canada, since it threatened to interfere seriously with our war effort. Of more fundamental importance was the fact that the war production program of our two countries tended to be separate and distinct, to an extent that must result in the inefficient use of scarce resources.

"In April, 1941, President Roosevelt and Prime Minister Mackenzie King agreed on a basic policy of economic co-operation between our countries, which became known as the Hyde Park Declaration. Briefly, this policy was that each country should specialize in the production of items it could produce best, and that production plans should be co-ordinated. As Minister of Munitions and Supply of that day, I was most happy about this declaration, since it opened an avenue to full-out production of war material.

"At about this time, the shortage of aluminum was a major bottleneck. I arranged with the late W. S. Knudsen, then chairman of the Office of Production Management, for the appointment of a joint committee of United States and Canadian officials to work out the aluminum problem, as well as problems involving the whole field of strategic materials. This committee, by getting the best effort out of both countries, was able to step up production to meet all war requirements. Under its direction, production of aluminum and nickel and copper and zinc and lead and tungsten was expanded in both countries, and used as required to meet the needs of both countries. This committee formed a channel for the exchange of complete and detailed information on our joint raw materials situation.

Canada Supplied Munitions to United States

"At the end of 1941, another joint committee was set up to deal with problems of munitions production. This joint War Production Committee, with the aid of a number of sub-committees, kept the munitions programs of both countries continually under review. Its aim was to take up any excess capacity that appeared, and to arrange for new capacity where production could be undertaken most efficiently, regardless of international boundaries. Among other things, this committee was able to make available to the United States considerable Canadian stocks of anti-aircraft guns, radar equipment, ammunition, bombs and explosives for certain bases, which were liable to attack immediately after Pearl Harbour.

"In 1942, the Combined Production and Resources Board, made up of representatives of the United States, the United Kingdom and Canada, was formed to further economic collaboration among the three countries. As a member of this board, I was able to observe at first hand how men of goodwill can resolve difficult problems by friendly discussion. The main concern of the board was the allocation of the productive capacity of the three countries in the best possible way, in the light of military and civilian needs.

"Apart from these committees, there was a regular but informal interchange of ideas between our two countries. Consultation was almost continuous on problems of priorities, allocations, production schedules and conservation. It is doubtful whether any two sovereign countries in modern times have ever been more closely associated. The problem then was how best to use our joint resources. The circumstances of today are different, but the basic problem is the same.

"As a result of the Hyde Park Agreement and of this close collaboration, Canada was able to balance her payments with the United States through delivery of war materials. It is well to remember that Canada has never been a recipient of direct financial aid from the United States.

Exports to United States Essential

"The balance of payments crisis that was resolved by the Hyde Park declaration is again with us as a peacetime problem. In the year 1947, Canada purchased in the United States goods to the value of two billion dollars and exported to the United States goods to the value of one billion dollars. Obviously, this could not continue. Import restrictions were imposed by Canada, and a campaign organized to expand our exports to the United States. As a result, in the current year, while we are still importing over two billion dollars worth of goods from you, our exports to you have been increased to one billion 500 million dollars. This improvement does not mean that restrictions on our imports from your country can be lifted entirely, although it has permitted some relaxation

in them. Were it not for Marshall aid to the countries of Europe, some of which returns from Europe to Canada in payment for food and raw materials, the position of Canada would be worse, and our restrictions against your goods would have to be more extensive.

"In Canada's overall trade position, we have whatever advantage there may be in the fact that our total exports and our total imports are well balanced. They are, in effect, underwriting each other. While it must be admitted that such a heavy dependence upon foreign trade as Canada exhibits carries with it a high degree of vulnerability to world conditions, we have fortified our position as strongly as it is possible for us to do by developing our import business on a scale that fully matches in dollar value our export business. In other words, we are commercially putting into the pool of international trade as much as we take out, and we are doing that in a way that is giving as fair a field as we can to open competition. We have kept far away from confining our trade with individual countries within the crib-work of bilateral agreements. On the whole, Canada has shaped her commercial policy along lines that are designed to contribute as strongly and as fully as we can to the restoration of international trade.

"On a world scale, the universal and chronic dollar shortage and currency disturbances are basically a result of distortion in the world resources are being used. This is partly a result of the shift of the world's economic centre of gravity to North America, a process which started long before the war. The physical and economic damage of the last war added the finishing touches. Europe emerged from that conflict with weakened financial and productive powers, while North America, and particularly the United States, became a tower of economic strength.

Two Countries Made Heavy Loans to Europe

"Our two countries joined together to help finance the war in Europe by loans and gifts. In proportion to our national economy, Canada went farther in this direction than the United States. After the war, we joined together again in lending five billion dollars to Britain, of which the United States took three-quarters and Canada one quarter. In addition, we both made loans to other countries of Europe. It was believed that these loans would be sufficient to re-establish these countries, but that has proved not to be the case. Your Marshall Plan has recently concentrated attention on production and exchange problems, as well as on financial aid. The financial assistance of the United States and Canada is today the factor that prevents a complete breakdown of world trade.

"The problems of adjusting the United States economy to meet the present world trade situation are demonstrated by the consistently large favourable balances of trade that you have had. A recent report of the European Co-operation Administration points out that, between 1914 and 1949, the United States exported goods to the value of about one hundred billion dollars in excess of goods imported. How did the world find this huge amount of United States dollars? The answer is that about two-thirds of this so-called favourable trade balance was paid for by loans and gifts from the taxpayers of the United States. The alternative to loans and gifts at the expense of the taxpayer would of course be to take goods in exchange. The United States Administration apparently thinks, and we in Canada are certainly of the opinion that this alternative would be a most satisfactory arrangement for everyone concerned. I realize that this is not as easy as it sounds, but surely it represents the realities of the situation," Mr. Howe concluded.

Hudson's Bay Company Holds First Fur Auction Sale in Montreal

Long history of firm recalled by extension of its services—Increasing interest in fine quality Canadian pelts displayed, particularly by buyers from United States—Total of 32,000 skins put up for auction—Some of mink pelts flown in from northern trading posts.

ROMANCE surrounded the fur auction in Montreal on December 9 of the Hudson's Bay Company, the first to be held in Canada by this long-established trading firm. History recalls that the ketch *Nonsuch*, with Groseilliers aboard, sailed into Hudson Bay and dropped anchor on a southern beach of James Bay on September 29, 1668. Groseilliers, a Frenchman who had previously penetrated the vast fur forests north and west of the Great Lakes, where the severe winters produced pelts of the finest quality, traded trinkets for furs and returned the following year to London with a goodly haul. The success of this voyage consolidated the group of investors in his expedition, noblemen at the court of Charles II, headed by Prince Rupert, and a Royal Charter was sought and granted on May 2, 1670.

The Governor and Company of Adventurers of England Trading into Hudson's Bay, as set forth in the charter, secured rights to "sole trade and commerce" within the entrance to Hudson Strait, and the first fur sale was held at Garraway's Coffee House, in 1672. London continued as the auction centre, buyers from many lands in a position to purchase furs coming to inspect and purchase the fine Canadian pelts. With the development of an increasing demand in North America for furs, and more particularly from the United States, the growing importance of Montreal as a fur market was appreciated. Thus, after a lapse of 280 years, the Hudson's Bay Company held last week in Canada its first full-fledged auction sale of pelts.

A total of 32,000 pelts were put up for auction. All the wild mink furs were sold and 70 per cent of the pastels. Prices varied from \$15 to \$20, although quotations went as high as \$59 for northern extra large males and large males. The bidding was reported strong, and the wild mink were particularly admired. The pastel mink collection was of a high standard and attracted good competition, 70 per cent selling to a top price of \$41.50 for males, and \$39 for mixed males and females, or the equivalent of \$45 for males. The standard ranch mink collection was a good representation of all Canadian types, and was 90 per cent sold, with competition continuing strong throughout. The best demand was for lots up to \$20. Some of the mink skins arrived in Montreal by air a few hours before the auction opened, having been flown first from the northern trading posts to Winnipeg.

Trading in Furs of Ancient Origin

Trading in furs is of ancient origin, and far older than the recorded history of Canada. Phoenicians brought furs to Britain in exchange for Cornish tin in the sixth century B.C. The Romans, too, traded in furs, and Norsemen brought their furs to trade with Britons in the ninth century. Norman and Breton fishermen bartered their fish for furs with Indians on the eastern seaboard of North America in the sixteenth century. As the French court demanded more and yet more furs, adventurers

engaged exclusively in this trade. Pont-Grave and Chauvin built a fort at Tadoussac, on the River St. Lawrence, in 1599, as the centre of their trade with Indians of the Saguenay. Quebec and Montreal were later founded, as the inland trade routes were developed. The French Government of that time granted monopolies to the fur traders, on condition that a stated number of settlers should be brought to Canada. Settlement and the fur trade were not complementary, however, as the fur-bearing animals had to be caught in more remote areas. The more adventuresome among the settlers of that time sought the freedom, romance and substantial profits of the fur trade, which spread west and south

Canada—Display of Canadian fox pelts at the 1948 International Fur and Leather Fair, in Basle, Switzerland. The Hudson's Bay Company, for the first time, held a fur auction sale in Montreal on December 9. A total of 32,000 pelts were put up for auction and bidding was reported strong.



along the inland waterways. The de Caen Company sent large numbers of pelts to France each year in the seventeenth century, and in that period the beaver pelt was the unit of Canadian currency.

Following the expedition of Groseilliers and the establishment of the Hudson's Bay Company, forts were built on Hudson Bay and James Bay, at the mouths of rivers, where the white traders bartered with the natives for furs. Relations with the Indians were friendly from the first, and their confidence was soon won by fairness in barter and by extending help in time of need. As a result, the Indians brought in their pelts to the trading posts, and the ships returned to England each year laden with furs.

Fur Trade Revolutionized

Great changes in the fur trade have occurred through the years. Conditions were first revolutionized by railways, later by the construction of highways, and more recently by aircraft that fly furs from otherwise inaccessible areas of the Far North. The advance of lumbering, mining and agricultural settlement has driven fur-bearing animals farther and farther afield.

Fur farming, which may be considered as an intensive method of conservation, developed from the early practice of trappers keeping foxes, caught out of season, until the fur was prime. Although the fox was the first important commercial fur bearer to be raised in captivity, many other kinds of fur-bearing wild animals are now being raised with success, such as mink, raccoon, skunk, marten, fisher, chinchilla and rabbit. Mink farms are the most numerous. Fur farming expanded rapidly between 1920 and 1939, during which period there was a marked change in the types of furs that were most acceptable to the market. New-type fox and new-type mink are increasing in popularity.

Though it is generally recognized in the trade that furs are not the exclusive product of countries enjoying a temperate climate, it is appreciated that fur of exceptionally high quality can be obtained only from areas having a rigorous winter climate, such as prevails in Canada, as this stimulates the best growth of fur-bearing animals, whether they roam the wilds or are raised on a ranch.

Montreal is recognized as an international fur market, and fur auctions are held also at Winnipeg, Regina, Edmonton and Vancouver. Through the medium of such auctions, grading and marketing of furs have been placed on a scientific footing, which has resulted in more stabilized conditional prices, of equal benefit to trapper, breeder, manufacturer, distributor and consumer.

Canadian Cow Captures Top Price at British Sale

London, November 23, 1949.—(FTS)—*Pownall Pabst Jane*, a Canadian Holstein-Friesian cow that yielded over 9,000 pounds of milk at 4.5 per cent butter fat on first lactation, topped the sale of purebred attested British Friesian cattle at £525. A daughter of this cow sold for £378, and an eleven months' old son of an imported Canadian Holstein-Friesian drew the best price at £325 in the male section of the recent show.

These prices may be considered very good, and have been exceeded only at sales of the most outstanding and fashionable cattle. This sale contradicts statements made from time to time that Canadian Holstein-Friesians always sell at a discount in this country.

Portuguese Economy Handicapped By Drought and Dollar Shortage

Imports from dollar area strictly limited—Wartime accumulation of foreign exchange exhausted—Postwar rationing discontinued except for sugar—Cost of living at high level.

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

(Editor's Note—This is the last in a series of three articles on economic and commercial conditions in Portugal, prepared for *Foreign Trade*.)

LISBON.—During the first eight months of 1949 there was little change in economic and commercial conditions in Portugal. However, agricultural production suffered from recurrent drought, and the wine, wheat, olive oil and corn crops were estimated to be well below average. The shortage of dollar exchange continued and, except for some capital goods considered essential to the economy of the country and not available from soft-currency countries, imports from the dollar area were strictly limited. Portuguese industrial activity showed little change, and government efforts to increase industrialization have been emphasized by the development of hydro-electric resources and the application of ERP aid.

Portugal's balance of international payments has been generally unfavourable except during the war period, when large reserves of foreign exchange and gold were accumulated. Despite the substantial provision for purchases of machinery and equipment in the Portuguese 1949-50 import program, the supply of dollar exchange continues short, and conservation is most rigorously maintained.

Agriculture is Leading Industry

Portugal is not highly industrialized and is fundamentally an agricultural country. Her main sources of income are from exports of wines, olive oil, cork and also from the sardine fisheries. However, the war brought to this country a heavy influx of foreign capital, and the sales of wolfram ore and tin to the belligerents resulted in the accumulation of large reserves of gold and foreign exchange in Portugal. Immediately following the end of the war, the Portuguese Government tried to halt the ever-increasing cost of living by rationing and the imposition of ceiling prices on many articles. Rationing has now been discontinued except for sugar, which is very scarce on the market.

Although the Portuguese Government continues its campaign to maintain a low cost of living, the price index is rising constantly, that for food-stuffs increasing from 100 in 1938 to 236 in 1947. The wholesale price index reached the record figure of 276 in March, 1946, and was approximately 235 during 1948.

Portugal, formerly regarded as enjoying the lowest cost of living among European countries, now ranks among those having the highest. If current economic and weather conditions do not improve, a sharp rise in living costs is expected within the next few months. The minimum basic wage scale is still insufficient to keep pace with rising prices. Both the labouring and white-collar classes are affected and, although the government is endeavouring to improve conditions, there is still much to be achieved.

Portugal recently ratified its acceptance of the North Atlantic Pact, to which it is a signatory.

Postal Information

Money Order Service with Pakistan Resumed

Money order service with Pakistan, which was temporarily suspended, has been resumed. Consequently, money orders may be issued for payment in Pakistan.

Money Order Service with Syria Suspended

Money order service with Syria has been temporarily suspended in both directions. Money orders for payment in Syria will not be issued in Canada until further notice.

Mail Service to China Outlined

Ordinary letters and postcards may be sent by air or surface mail to all destinations in China, including Manchuria, except to the provinces of Kwangsi, Kweichow, Szechwan and Yunnan. For the present air mail is the only service available to these provinces. Letters and postcards prepaid at the air mail rate to all other destinations will be given air conveyance as far as Hong Kong, thence surface despatch to destination. Mail service is not available to Mongolia.

Registration service to China is limited to Taiwan (Formosa), the Island of Hainan, and the provinces of Kwangsi, Kweichow, Szechwan and Yunnan.

Prints may be sent to Taiwan (Formosa) and the Island of Hainan only. Parcel post may be sent to Taiwan (Formosa) and the Island of Hainan at the current parcel post rates to China. Parcels cannot be insured.

Canadian Market for Farm Implements and Machinery

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 of farm implements and machinery in 1948 were valued at \$139,993,000, which compares with \$20,320,000 in 1938. The imports from Great Britain, listed on page 1074 of the December 10, 1949, issue of *Foreign Trade*, were incorrect, Canadian export figures having been shown instead of import figures.

Foreign Exchange Rates Established for Japanese Yen

Tokyo, December 2, 1949.—(FTS)—The Japanese Foreign Exchange Control Commission has announced official rates for selling and buying foreign exchange, effective December 5, 1949. The buying rate is 359.65 yen per one U.S. dollar, and 1,007.02 yen per pound sterling. The Commission's selling rate is 360.35 yen per one U.S. dollar, and 1,008.98 yen per pound. The selling and buying rates set up for foreign exchange banks and exchange brokers in Japan are: Buying rate, 358.45 yen per one U.S. dollar, and 1,003.66 yen per pound sterling; selling rate, 361.55 yen per one U.S. dollar, 1,012.34 yen per pound.

Pending enforcement of the new rates on December 5, the present Foreign Exchange Control Commission rates are 360 yen per one U.S. dollar and 1,008 yen per pound.

Monthly Summary of Foreign Trade

Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	62.8	70.3	242.0	230.5	189.1	208.6	235.4	237.0
February.....	57.4	59.6	227.2	236.4	153.1	179.5	208.3	205.0
March.....	71.1	73.3	282.7	301.2	178.4	209.0	228.4	216.8
April.....	48.5	50.9	282.9	312.3	178.5	190.9	212.3	237.8
May.....	75.6	67.0	368.4	315.2	197.0	267.8	282.3	272.9
June.....	73.3	66.0	343.2	322.8	166.7	272.7	233.5	255.1
July.....	74.4	66.2	278.7	282.7	188.7	236.6	250.9	241.3
August.....	77.1	69.1	257.0	295.0	242.7	221.3	224.1	251.7
September.....	76.8	72.2	264.6	220.8	169.8	218.6	283.0	228.4
October.....	91.3	88.2	314.0	227.9	204.2	250.8	307.0	269.1
November.....	95.0	86.0	312.5	238.6	232.2	253.1	293.9	.....
December.....	81.3	68.9	266.9	234.8	211.9	266.2	316.4	.....
Total.....	884.5	837.6	3,440.0	3,218.3	2,312.2	2,774.9	3,075.4	2,415.1

Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	44.6	49.7	126.4	129.7	140.3	173.8	206.1	223.8
February.....	42.9	47.0	138.4	112.4	117.0	177.1	182.2	206.0
March.....	59.1	65.1	150.8	132.5	139.9	208.9	197.1	235.9
April.....	45.3	48.9	137.5	133.8	160.8	225.6	226.7	242.7
May.....	66.1	67.1	159.0	143.8	164.2	240.3	225.1	250.5
June.....	60.5	58.9	152.5	146.5	157.7	231.1	233.0	250.5
July.....	57.6	55.8	148.5	138.7	161.6	226.8	225.1	230.9
August.....	57.9	57.0	157.3	128.1	163.2	204.6	206.5	212.1
September.....	59.6	56.4	159.7	122.3	156.1	208.1	221.7	221.6
October.....	68.6	63.9	160.1	134.4	186.4	254.5	243.4	234.3
November.....	70.1	63.3	141.6	142.4	198.2	229.1	238.2	.....
December.....	52.2	44.3	127.2	121.2	181.9	194.2	232.0	.....
Total.....	684.6	677.5	1,758.9	1,585.8	1,927.3	2,573.9	2,636.9	2,308.2

Balance of Trade with all Countries (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	+ 19.0	+ 21.8	+ 119.6	+ 104.2	+ 51.0	+ 36.7	+ 33.0	+ 15.2
February.....	+ 15.3	+ 13.5	+ 90.9	+ 128.0	+ 37.7	+ 4.7	+ 28.1	+ 1.2
March.....	+ 13.0	+ 9.2	+ 139.2	+ 174.5	+ 40.0	+ 3.0	+ 33.9	+ 16.9
April.....	+ 4.0	+ 2.6	+ 149.2	+ 184.3	+ 19.5	+ 32.2	+ 11.6	+ 2.4
May.....	+ 10.6	+ 0.8	+ 211.8	+ 174.9	+ 34.6	+ 30.9	+ 62.4	+ 25.1
June.....	+ 13.8	+ 7.9	+ 193.5	+ 180.7	+ 11.1	+ 45.3	+ 3.0	+ 6.9
July.....	+ 17.9	+ 11.4	+ 133.3	+ 147.4	+ 29.6	+ 12.8	+ 28.4	+ 12.8
August.....	+ 20.3	+ 12.9	+ 101.9	+ 172.5	+ 82.8	+ 20.3	+ 20.0	+ 41.9
September.....	+ 18.3	+ 16.7	+ 107.6	+ 102.7	+ 15.8	+ 13.4	+ 64.4	+ 9.4
October.....	+ 23.8	+ 25.3	+ 158.4	+ 98.5	+ 20.2	+ 0.8	+ 66.0	+ 37.4
November.....	+ 26.2	+ 23.5	+ 175.9	+ 98.8	+ 37.0	+ 26.9	+ 58.2	.....
December.....	+ 30.3	+ 25.6	+ 142.9	+ 115.2	+ 32.4	+ 76.7	+ 87.3	.....
Total.....	+ 212.5	+ 171.2	+ 1,724.2	+ 1,681.6	+ 411.9	+ 237.8	+ 473.1	+ 130.5

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

Canadian Exports to the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	25.5	33.6	94.8	83.2	51.1	50.5	64.9	55.8
February.....	23.6	27.3	78.2	67.5	37.9	44.9	51.7	44.1
March.....	26.4	27.8	110.4	108.8	50.5	47.6	59.2	39.5
April.....	16.4	18.8	101.2	109.1	41.0	43.1	44.4	63.0
May.....	30.5	27.9	140.2	115.6	54.9	90.5	85.1	72.4
June.....	28.9	25.6	127.9	94.6	30.6	76.2	54.2	60.7
July.....	30.5	25.8	104.0	83.9	40.4	69.4	56.3	70.6
August.....	31.3	26.7	90.2	66.6	71.9	66.0	52.5	62.9
September.....	30.8	28.9	94.4	58.8	54.3	54.5	47.9	56.9
October.....	38.4	36.0	112.6	56.3	47.7	66.8	65.6	72.3
November.....	41.4	35.8	102.2	52.4	57.9	69.3	56.7	.....
December.....	30.0	25.5	77.9	66.4	59.4	72.5	48.5	.....
Total.....	353.6	339.7	1,235.0	963.2	597.5	751.2	686.9	598.3

Canadian Imports from the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	8.0	8.9	7.1	9.4	20.1	14.3	21.6	25.4
February.....	8.1	8.8	6.7	6.7	13.0	10.5	17.9	22.9
March.....	10.9	11.5	9.8	9.3	14.4	13.8	21.6	28.3
April.....	8.4	9.2	8.4	12.0	21.2	12.7	24.6	30.1
May.....	12.7	11.9	13.0	15.2	18.8	15.2	27.4	29.5
June.....	10.8	9.2	9.4	13.8	23.4	18.1	26.0	27.0
July.....	11.3	9.7	5.9	12.0	21.9	17.7	29.4	29.4
August.....	11.4	10.4	4.6	10.7	14.5	15.1	24.7	26.2
September.....	10.5	10.0	7.1	9.6	12.0	15.6	24.1	21.9
October.....	11.0	11.6	18.1	12.1	15.6	18.3	29.3	19.4
November.....	13.0	11.0	11.1	14.8	14.9	17.8	28.3	.....
December.....	8.0	7.0	9.4	14.9	11.7	20.3	24.6	.....
Total.....	124.0	119.3	110.6	140.5	201.4	189.4	299.5	260.2

Balance of Trade with the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	+ 17.7	+ 24.8	+ 88.2	+ 74.5	+ 31.2	+ 36.3	+ 43.4	+ 30.5
February.....	+ 14.6	+ 18.7	+ 72.0	+ 61.4	+ 24.9	+ 34.5	+ 33.9	+ 21.4
March.....	+ 15.6	+ 16.4	+ 100.7	+ 101.5	+ 36.2	+ 33.9	+ 37.7	+ 11.3
April.....	+ 9.1	+ 9.6	+ 93.0	+ 98.9	+ 19.8	+ 30.4	+ 19.8	+ 33.4
May.....	+ 17.7	+ 16.2	+ 127.3	+ 101.1	+ 36.2	+ 75.6	+ 57.8	+ 43.4
June.....	+ 18.3	+ 16.6	+ 118.6	+ 81.3	+ 7.3	+ 58.2	+ 28.3	+ 34.1
July.....	+ 19.4	+ 16.3	+ 99.3	+ 72.2	+ 18.6	+ 52.0	+ 27.1	+ 41.7
August.....	+ 20.0	+ 16.5	+ 85.7	+ 56.8	+ 57.5	+ 51.1	+ 27.9	+ 37.1
September.....	+ 20.3	+ 19.0	+ 87.7	+ 49.2	+ 42.4	+ 39.4	+ 24.1	+ 35.5
October.....	+ 27.5	+ 24.6	+ 94.9	+ 44.8	+ 32.1	+ 48.7	+ 36.5	+ 53.3
November.....	+ 28.4	+ 24.8	+ 91.3	+ 37.7	+ 43.3	+ 51.6	+ 28.6	.....
December.....	+ 22.1	+ 18.6	+ 68.7	+ 51.6	+ 47.8	+ 52.5	+ 24.0	.....
Total.....	+ 230.8	+ 222.1	+ 1,127.5	+ 830.9	+ 397.4	+ 564.3	+ 389.2	+ 341.7

Canadian Exports to the United States (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	22.1	20.0	85.3	84.7	62.3	79.5	105.0	116.0
February.....	19.7	16.8	91.6	91.5	57.6	69.4	94.8	106.7
March.....	25.9	22.7	97.4	103.3	66.5	83.1	112.5	122.4
April.....	20.1	18.0	120.3	109.1	71.4	88.3	109.2	110.7
May.....	26.1	20.4	131.9	117.2	72.2	79.8	114.7	121.2
June.....	25.1	20.0	111.2	112.3	66.5	82.0	109.8	113.9
July.....	25.9	21.0	98.8	102.7	74.8	82.1	118.9	104.4
August.....	28.3	25.3	86.0	112.6	75.0	81.4	114.0	115.4
September.....	29.4	25.1	110.5	84.8	69.6	87.5	162.0	113.7
October.....	33.5	28.0	123.0	88.4	99.1	102.4	148.9	148.1
November.....	31.9	28.4	118.9	101.2	89.2	92.9	163.3	.....
December.....	33.3	24.7	126.4	88.9	83.9	106.0	147.8	.....
Total.....	321.3	270.5	1,301.3	1,197.0	887.9	1,034.2	1,501.0	1,172.4

Canadian Imports from the United States (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	28.7	32.3	106.3	101.8	97.4	136.4	150.0	164.8
February.....	27.9	31.2	115.8	92.8	86.0	138.4	136.8	148.8
March.....	38.0	42.9	123.3	105.3	100.1	165.1	138.3	169.0
April.....	29.2	31.4	114.4	102.7	114.8	181.6	159.5	177.3
May.....	38.3	40.5	127.0	104.8	113.4	184.7	145.0	172.1
June.....	36.4	37.1	122.2	110.7	106.6	174.7	154.9	176.9
July.....	33.4	34.1	124.0	103.5	112.5	168.9	149.5	160.3
August.....	33.7	35.3	138.3	96.8	123.1	155.3	136.1	143.6
September.....	36.2	34.7	135.6	89.6	115.8	163.0	152.7	158.0
October.....	42.5	38.5	121.4	101.3	140.4	190.4	160.2	167.6
November.....	40.8	37.6	116.1	103.3	149.5	174.4	163.4	.....
December.....	33.6	29.2	102.9	89.9	145.6	141.7	159.4	.....
Total.....	418.7	424.7	1,447.2	1,202.4	1,405.3	1,974.7	1,805.8	1,638.2

Balance of Trade with the United States (Excluding Gold)

Months	Average 1935-39	1938	1944	1945	1946	1947	1948	1949
(Millions of Dollars)								
January.....	- 5.9	- 11.3	- 18.3	- 15.0	- 33.2	- 55.8	- 43.2	- 47.3
February.....	- 7.5	- 13.8	- 22.7	+ 1.9	- 27.1	- 67.1	- 40.4	- 40.6
March.....	- 10.3	- 19.5	- 19.4	+ 1.7	- 32.4	- 80.2	- 24.2	- 44.9
April.....	- 8.4	- 12.8	+ 9.0	+ 10.1	- 41.9	- 91.6	- 48.0	- 65.1
May.....	- 11.0	- 19.5	+ 6.8	+ 15.0	- 39.9	- 102.7	- 28.7	- 49.1
June.....	- 10.5	- 16.5	- 9.0	+ 3.8	- 38.5	- 90.5	- 43.5	- 61.3
July.....	- 6.6	- 12.4	- 23.3	+ 1.5	- 35.9	- 84.9	- 28.6	- 54.2
August.....	- 4.5	- 9.4	- 50.4	+ 18.2	- 45.6	- 71.6	- 20.3	- 26.6
September.....	- 5.9	- 8.9	- 23.0	- 2.3	- 44.7	- 73.8	+ 11.4	- 42.6
October.....	- 8.0	- 9.7	+ 5.2	- 9.9	- 39.4	- 86.2	- 9.6	- 17.8
November.....	- 7.7	- 8.6	+ 6.4	- 0.1	- 58.1	- 79.8	+ 1.5	.....
December.....	- 0.7	- 3.7	+ 25.9	+ 0.1	- 60.1	- 33.9	- 9.9	.....
Total.....	- 87.0	- 146.0	- 112.7	+ 25.0	- 496.7	- 918.1	- 283.6	- 449.5

Canadian Imports, by Areas

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES						
(Millions of Dollars)						
United Kingdom and Europe.....	11.6	29.3	19.5	101.3	246.6	260.2
America.....	2.5	6.8	7.9	19.7	45.7	55.2
Africa.....	0.3	2.0	1.3	3.4	26.1	16.1
Asia.....	2.5	8.5	4.5	19.2	62.3	51.4
Oceania.....	1.8	5.4	5.6	13.2	34.7	36.1
TOTAL COMMONWEALTH COUNTRIES	18.7	51.9	38.7	156.9	415.4	419.0
FOREIGN COUNTRIES						
United States and Possessions.....	38.5	160.4	167.8	358.1	1,486.0	1,639.9
Latin America.....	1.8	20.5	17.7	13.8	187.8	153.0
Europe.....	4.0	7.5	6.8	32.6	50.8	70.3
Other Foreign Countries.....	0.9	3.2	3.2	8.5	26.7	26.1
TOTAL FOREIGN COUNTRIES	45.2	191.6	195.5	413.0	1,751.4	1,889.2
TOTAL IMPORTS FOR CONSUMPTION	63.9	243.4	234.3	569.9	2,166.8	2,308.2

Canadian Imports, by Countries

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES						
(Thousands of Dollars)						
Europe:						
United Kingdom.....	11,589	29,257	19,450	101,233	246,550	260,163
Eire.....	6	7	8	23	71	62
Gibraltar.....						
Malta.....			3	1	1	13
TOTAL EUROPE	11,595	29,264	19,461	101,257	246,622	260,238
America:						
Newfoundland.....	238	1,169		1,932	8,476	(a) 918
Bermuda.....	4	58	3	64	101	137
Barbados.....	560	742	2,041	1,767	5,720	6,387
Jamaica.....	497	979	1,576	5,722	8,412	15,648
Trinidad and Tobago.....	84	1,585	361	2,204	8,746	13,731
Bahamas.....		37	18		405	709
Leeward and Windward Islands.....	58	23	15	2,140	264	200
British Honduras.....	12	74		66	638	207
British Guiana.....	1,036	2,099	3,844	5,840	12,902	17,273
Falkland Islands.....						
TOTAL AMERICA	2,489	6,766	7,858	19,735	45,664	55,210
Africa:						
Northern Rhodesia.....		3	6		11	48
Union of South Africa.....	197	242	231	855	2,611	3,259
Other British South Africa.....						
Southern Rhodesia.....		232	56	2	407	794
Gambia.....						
Gold Coast.....	32	558	614	628	9,155	6,579
Nigeria.....		9		362	4,939	2,593
Sierra Leone.....				11	5	8
Other British West Africa.....						
Anglo-Egyptian Sudan.....	3		4	24	19	21
British East Africa.....	107	916	417	1,540	8,965	2,778
TOTAL AFRICA	339	1,960	1,328	3,422	26,112	16,080

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

Newfoundland Foreign Trade included from April 1, 1949; October—\$2.3 million; seven months ended October—\$14.2 million. (a) January—March, 1949.

Canadian Imports, by Countries—Continued

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES—Contc.						
(Thousands of Dollars)						
Asia:						
India.....	866	2,183	2,632	6,748	28,548	22,972
Pakistan.....		313	43		1,151	1,019
Burma*.....	7			264		
Ceylon.....	357	1,213	624	3,048	9,404	9,769
Aden.....		1,434		7	2,846	884
British Malaya.....	1,186	3,165	966	8,271	18,693	14,092
Other British East Indies.....	12			116	52	21
Hong Kong.....	62	153	232	644	1,608	2,616
Israel†.....	2	4		128	29	
TOTAL ASIA.....	2,492	8,465	4,497	19,226	62,331	51,373
Oceania:						
Australia.....	1,448	2,891	4,027	7,214	19,998	21,652
New Zealand.....	305	779	592	4,070	8,826	7,868
Fiji.....	61	1,736	978	1,945	5,846	6,577
Other Oceania.....				16		
Total Oceania.....	1,814	5,406	5,597	13,245	34,670	36,097
TOTAL COMMONWEALTH COUNTRIES.....	18,729	51,862	38,738	156,888	415,400	418,998
FOREIGN COUNTRIES						
United States and Possessions:						
United States.....	38,489	160,211	167,575	357,892	1,482,945	1,638,158
Alaska.....	6	149	211	68	1,139	1,106
American Virgin Islands.....		11	2		23	11
Hawaii.....	16	2	22	129	539	190
Puerto Rico.....	3	8	29	6	1,381	459
United States Oceania.....						
TOTAL UNITED STATES AND POSSESSIONS.....	38,514	160,381	167,839	358,095	1,486,027	1,639,924
Latin America:						
Argentina.....	356	117	107	1,876	5,428	2,948
Bolivia.....			610	8		1,553
Brazil.....	61	1,560	2,324	636	16,818	15,898
Chile.....	61	47	8	134	302	575
Colombia.....	807	687	1,065	5,740	6,928	9,779
Costa Rica.....	9	186	150	69	2,852	1,783
Cuba.....	45	1,547	110	375	17,172	4,307
Dominion Republic.....		2,059			15,712	3,775
Ecuador.....	3	53	81	24	826	1,016
El Salvador.....	3		19	15	1,114	1,037
Guatemala.....		607	631	76	7,032	5,278
Haiti.....		6	97	61	134	839
Honduras.....	14	692	821	37	5,263	6,001
Mexico.....	7	1,877	3,728	546	24,583	17,616
Nicaragua.....			2		171	152
Panama.....		229	194	15	902	1,661
Paraguay.....	1		5	56	221	364
Peru.....	240	267	110	2,711	636	1,689
Uruguay.....	7	76	119	102	669	830
Venezuela.....	175	10,518	7,545	1,326	81,036	75,859
TOTAL LATIN AMERICA.....	1,789	20,528	17,726	13,807	187,799	152,960
Europe:						
Albania.....				2		
Austria.....		9	24	83	254	287
Belgium and Luxembourg.....	644	1,454	1,405	4,874	10,234	16,296
Bulgaria.....						1
Czechoslovakia.....	173	567	342	2,386	3,856	5,901
Denmark.....	20	357	96	138	2,001	1,611

*See Foreign Countries from January 1, 1948.

†See Foreign Countries from January 1, 1949.

Canadian Imports, by Countries—Concluded

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
FOREIGN COUNTRIES—Conc.						
(Thousands of Dollars)						
Europe—Conc.						
Estonia.....	1			18	4	4
Finland.....	6		4	58	29	34
France.....	611	1,482	1,000	4,928	9,971	10,915
Germany.....	1,049	298	629	8,039	1,074	6,065
Greece.....	3		12	21	134	121
Hungary.....	23	1	3	141	80	67
Iceland.....		4	5	1	35	41
Italy.....	271	574	451	1,992	5,515	7,313
Latvia.....	1			11		4
Lithuania.....					1	2
Netherlands.....	366	1,023	537	2,939	4,882	6,078
Norway.....	125	299	65	606	853	914
Poland.....	25	4	21	200	17	143
Portugal.....	24	140	87	212	955	945
Azores and Madeira.....	15	30	41	139	291	479
Roumania.....	3			24	14	3
Spain.....	55	106	59	657	2,072	1,865
Sweden.....	149	266	358	1,841	2,296	2,927
Switzerland.....	385	880	1,620	3,006	6,242	8,217
U.S.S.R. (Russia).....	6	1	1	251	4	10
Yugoslavia.....	20	1		40	4	14
TOTAL EUROPE.....	3,975	7,508	6,760	32,607	50,828	70,257
Other Foreign Countries:						
Afghanistan.....						2
Arabia.....			1,668			7,930
Belgian Congo.....		643	15	1	1,620	445
Burma*.....					6	32
China.....	196	165	54	2,041	3,048	3,047
Greenland.....	4			512		
Egypt.....	18	6	5	419	1,477	142
Ethiopia.....			8	2	30	39
French Africa.....	2			56	11	15
French East Africa.....	52	4		210	4	
French Guiana.....						
French Oceania.....				1		68
French West Indies.....		6	10	1	51	121
Madagascar.....	1	1		34	25	9
St. Pierre and Miquelon.....		2		9	7	10
Iran.....	14	416	21	57	729	270
Iraq.....	5	83	29	83	787	454
Transjordan.....						
Tripoli.....						
Other Italian Africa.....						
Japan.....	368	637	495	3,829	1,392	3,836
Korea.....				1		
Liberia.....				21	7	7
Morocco.....	14	82	10	66	314	129
Indonesia.....	135	5	27	569	1,776	1,306
Netherlands Guiana.....		21	36		766	326
Netherlands Antilles.....		1,008	380		6,806	2,508
Israel†.....			36			413
Philippine Islands.....	25	49	395	357	6,288	3,249
Portuguese Africa.....	1		7	1	77	91
Portuguese Asia.....				1		
Siam.....		9	1	10	79	72
Canary Islands.....	1			12	6	11
Spanish Africa.....						
Syria.....	2	4	4	11	22	422
Turkey.....	65	15	5	157	800	1,099
TOTAL OTHER FOREIGN.....	903	3,156	3,206	8,461	26,728	26,053
TOTAL FOREIGN COUNTRIES.....	45,180	191,576	195,529	412,974	1,751,381	1,889,196
TOTAL IMPORTS.....	63,909	243,438	234,267	569,862	2,166,781	2,308,193

*See British Countries prior to 1948.

†See British Countries prior to 1949.

Sugar Production in Mauritius Expected to Establish Record

Output estimated to total 400,000 tons this year—Increased shipments of sugar made to the United Kingdom—Economy of colony based on sugar industry.

By S. G. Tregaskes, Assistant Commercial Secretary in Cape Town

(One Mauritian rupee equalled Can.\$0.3022 before September 18, 1949)

CAPE TOWN, November 11, 1949.—Sugar production in Mauritius is expected to reach an all-time record of 400,000 metric tons this year. Sugar plantations, and particularly those in the northern part of the colony, were seriously affected by a prolonged drought during the early part of the season, but rains in February and March saved the situation. All sugar factories are now crushing. With some exceptions, the sucrose content of the cane is inferior to that of last year.

Sugar shipments to October 7, 1949, amounted to 123,661 metric tons, which includes a balance of 345 tons from the 1948 crop. This figure compares with exports of 96,486 metric tons last year and with 67,504 metric tons in 1947. A larger proportion of the shipments was made to the United Kingdom, which received 92,812 metric tons this year, compared with 62,123 metric tons during the corresponding period in 1948. Exports to Canada this season amount to 19,016 metric tons. The following additional exports, in metric tons, have been made: Mombasa, 6,450; Hong Kong, 4,544; Dar-es-Salaam, 2,438; Aden, 2,031; and Zanzibar, 1,016.

The Colony of Mauritius is located in the South Indian Ocean, within the Tropic of Capricorn and nearly 1,400 miles from the east coast of Africa. In addition to the Island of Mauritius proper, the following islands, situated to the north, are dependencies of Mauritius: Rodriguez, the Chagos Archipelago, and the Cargados Carajos Group.

The Island of Mauritius is nearly 39 miles long and 29 miles wide, covering an area of approximately 720 square miles, including about twenty small islets around the coast. It is of volcanic origin and its rocks consist of basalt and its varieties.

The population of Mauritius at the end of 1948 was estimated at 447,000. With 622 persons per square mile, Mauritius is therefore one of the densely populated areas in the world. The principal sources from which the population of Mauritius have been drawn are: French immigrants, people of African origin, Chinese traders, Indian indentured labourers and the Indian merchants, and British official merchants and planters, to which might be added minor influxes from Ceylon.

The population is made up of 149,000 Mauritians of either French or mixed descent (described as general population), 285,000 Indo-Mauritians (Hindus and Moslems) and 13,000 Chinese or persons of Chinese descent.

Sugar Industry Basis of Island's Economy

The value of sugar exported annually from Mauritius represents on an average more than 96 per cent of the total value of all exports from the Colony. Thus the sugar industry governs the entire economy of the Island and all its inhabitants are directly or indirectly dependent on this industry either in the planting of the sugar cane and the manufacture

of the sugar and its by-products, or in financing the cultivation, manufacture and marketing of the sugar; retail and wholesale trade are, therefore, almost wholly dependent upon the industry, as are all phases of finance and the revenues of government.

In 1948 exports of all commodities totalled Rs.139,703,000 compared with exports of Rs.96,219,000 in 1947 and Rs.34,028,000 in 1938. The export of sugar for the year 1948 accounted for no less than Rs.132,437,000 of this total; in 1947 the comparable figure was Rs.89,759,000 and in 1938, Rs.32,777,000. In 1948, aloe fibre was exported to the value of Rs.106,000 and colonial spirits to the value of Rs.3,663,000. Re-exports of merchandise accounted for Rs.3,197,000.

During 1948 the Colony enjoyed a favourable balance of trade to the extent of Rs.8,307,000. Imports from all countries totalled Rs.136,189,000 and the main sources of supply for 1948, 1947 and 1938 are indicated in the following table:

Imports into Mauritius, by Countries

	1938 Rs.	1947 Rs.	1948 Rs.
United Kingdom	11,650,771	29,690,972	53,201,276
India	9,046,884	14,390,957	11,670,353
France	1,282,795	3,263,146	2,740,967
United States	1,462,717	3,560,692	5,243,619
South Africa	1,092,408	7,289,331	6,202,352
Madagascar	382,707	2,021,630	1,934,040
Germany	555,236	1,792	13,738
Australia	1,734,866	24,369,013	17,383,735
Indonesia	757,382	7,057	12,007
China	200,846	483,917	114,519
Malaya	193,869	382,819	625,513
Spain	27,932	23,094	28,251
Belgium	546,175	684,105	1,646,876
Holland	262,497	284,589	306,703
CANADA	269,367	1,831,316	488,470
Chile	115,772	2,125,529	2,056,228
Ceylon	256,927	389,316	340,104
Italy	125,247	439,878	66,758
Japan	1,129,442	6,607	4,783
Switzerland	16,517	115,923	218,580
Sweden	60,103	615,096	106,005
Iran .....	.....	2,884,815	4,129,572
Total value, including other countries..	33,830,015	113,833,412	136,189,339

Principal Imports and Their Origin

United Kingdom—

Cotton and woollen goods, silk and art silk goods, apparel, machinery, drugs, hardware, preserved provisions, cigarettes, cement, paint, whisky, iron and steel manufactures, fertilizers, motor vehicles, accessories and component parts, tires and tubes (all sorts), electrical goods, glassware.

India—

Gunny bags, cotton piece-goods, edible oils, seeds, spices, saltpetre, salted fish and cinematograph films.

South Africa—

Cement, coal, salted fish, fresh fruits, provisions, wines, vegetable oils, soaps, iron and steel manufactures, motor car accessories, tires and tubes for motor cars, dried fruits and spirits.

Australia—

Wheat and wheat flour, butter, soap, ghee, cheese, peas, provisions, bacon and hams (not tinned), meat (salted or frozen), condensed milk.

Canada—

Motor cars, accessories, tires and tubes, spirits.

Ceylon—

Tea, rattans.

Chile—

Chemical fertilizers.

United States—

Machinery, motor vehicles, accessories and component parts, cinematograph films, petroleum products, unmanufactured tobacco, electrical goods, iron and steel goods.



Mauritius—Sugar factory on south coast, where the cane is crushed and the juice converted into raw sugar. Some 300,000 tons of raw sugar are manufactured in Mauritius per annum. Prior to the war, some 25,000 to 50,000 tons were exported to Canada.

Photo by courtesy F. R. G. Rountree

The control of imports is governed by the policy of control extended by the United Kingdom and sterling Commonwealth countries to all imports from hard-currency areas. In general, few licences are granted in Mauritius for the import of goods from Canada, unless such goods are considered essential and are unobtainable from sterling sources. Little scope is offered at the present time for Canadian commodities.

E. H. Maguire to Open New Trade Office in Madrid



E. H. Maguire

EDWARD HENRY MAGUIRE, Commercial Secretary for Canada in Santiago, Chile, has been appointed to open an office in Madrid of the Canadian Trade Commissioner Service. Mr. Maguire returned home last September and has completed a tour of Canada, discussing with businessmen trade conditions in Bolivia and Chile.

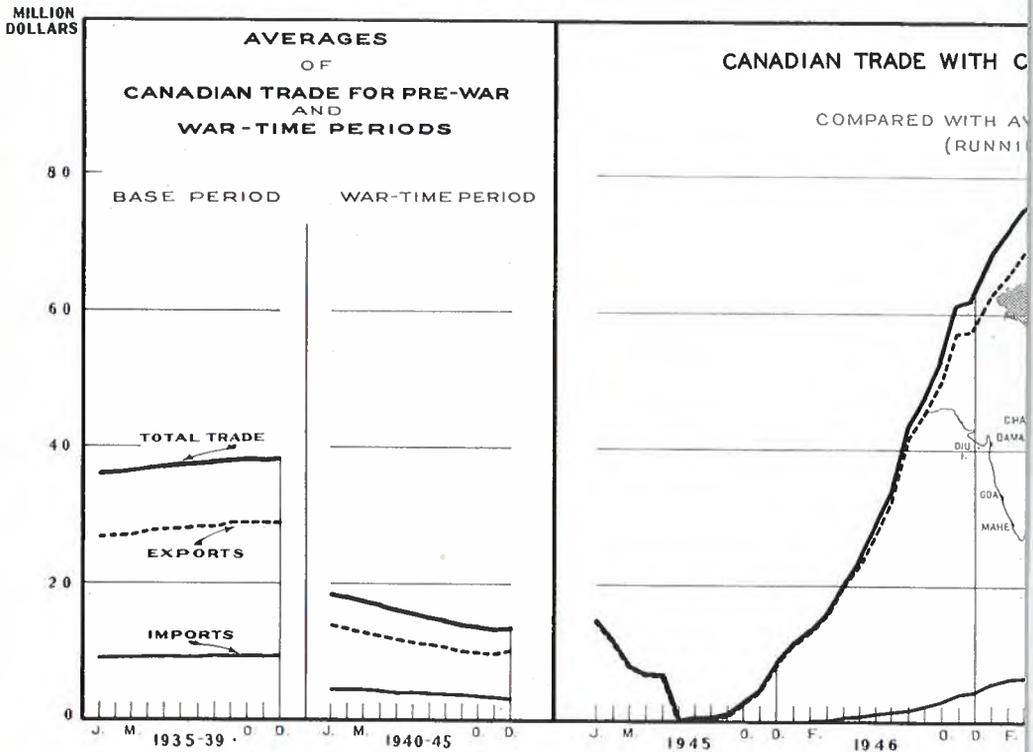
Born in Vancouver in 1914, Mr. Maguire received his early education in that city and graduated from the University of British Columbia with a B.A. degree in 1937. He served with the Royal Canadian Navy from 1940 to 1945, when he joined the Canadian Trade Commissioner Service. Posted to Buenos Aires as Assistant Trade Commissioner in 1945, he was transferred to Santiago as Assistant Commercial Secretary for Canada in 1947. He was named Acting Commercial Secretary in 1948 and appointed Commercial Secretary for Canada this year.

Canadian Trade With China, Ja

Imports

Country	Twelve Months Ended September					
	Average 1935-39		1948		1949	
	Value \$'000	Per cent	Value \$'000	Per cent	Value \$'000	Per cent
China	3,270	34.7	3,749	27.2	3,422	22.8
Japan	4,661	49.4	994	7.2	5,731	38.2
Portuguese Asia	1	1	Nil		Nil	
French East Indies	105	1.1	Nil		9	0.1
Hong Kong	833	8.8	1,752	12.7	2,794	18.6
Philippine Islands	564	6.0	7,312	53.0	3,057	20.4
Korea	1	1	Nil		Nil	
TOTAL	9,433	100.0	13,808	100.0	15,014	100.0

¹ Less than one tenth of one per cent.



Hong Kong and the Philippines

Exports

Country	Twelve Months Ended September					
	Average 1935-39		1948		1949	
	Value \$'000	Per cent	Value \$'000	Per cent	Value \$'000	Per cent
China.....	3,985	13.8	28,523	59.9	21,275	40.0
Japan.....	21,807	75.4	3,790	8.0	8,250	15.5
Portuguese Asia.....	1	¹	124	0.3	220	0.4
French East Indies.....	80	0.3	522	1.1	350	0.7
Hong Kong.....	1,651	5.7	8,083	17.0	9,042	17.0
Philippine Islands.....	1,396	4.8	6,584	13.8	14,063	26.4
Korea.....	3	¹	30	0.1	31	0.1
TOTAL.....	28,924	100.0	47,656	100.0	53,231	100.0

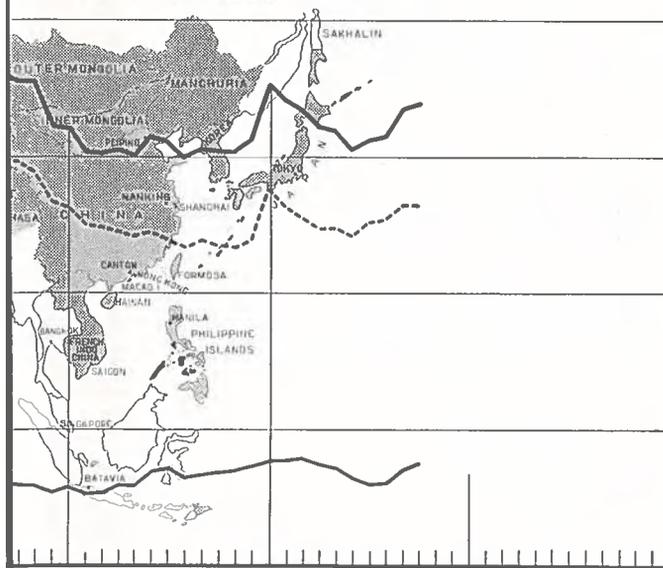
¹ Less than one-tenth of one per cent.

Prepared by Dominion Bureau of Statistics

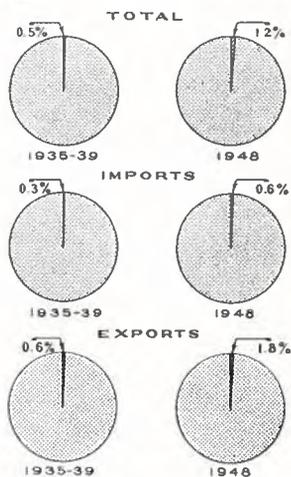
JAPAN, HONG KONG AND THE PHILIPPINES

1945-49

PERCENTAGE OF TOTAL CANADIAN TRADE FOR BASE AND WAR-TIME PERIODS (TWELVE-MONTH TOTALS)



RELATIVE PROPORTIONS OF TRADE WITH CHINA, JAPAN, HONG KONG AND THE PHILIPPINES TO TOTAL CANADIAN TRADE AVERAGE FOR THE BASE PERIOD COMPARED WITH LATEST COMPLETED CALENDAR YEAR



1948

1949

South African Import Restrictions Cause Raw Material Shortages

Secondary industries feeling effects—Asked to produce more while being requested to submit to reduced exchange allocations required for imported raw materials and capital goods — Sales of diamonds reduced — Gold production increased.

By S. G. Tregaskes, Assistant Commercial Secretary for Canada

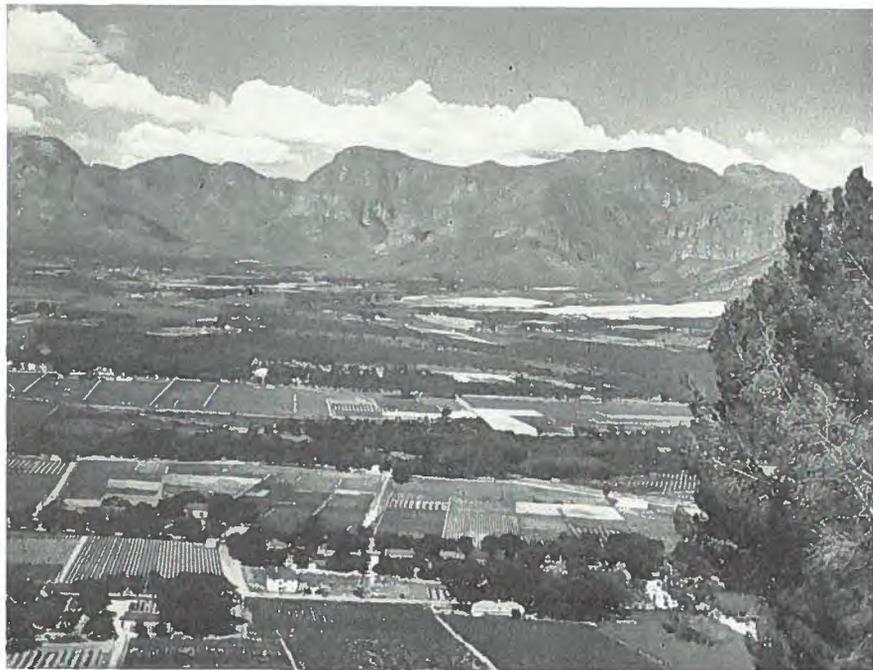
(Editor's Note—This is the last of two articles on economic conditions in South Africa, prepared for publication in *Foreign Trade*.)

CAPE TOWN, October 15, 1949.—Secondary industries of South Africa are feeling the effects of raw material shortages, resulting from the imposition of import restrictions. Commenting on this situation, Mr. E. H. Louw, Minister of Economic Affairs, said last August: "We have the somewhat extraordinary and anomalous situation that, while secondary industries are being urged to produce more, and if possible to export, they are at the same time being asked to submit to reductions in exchange allocations required for imported raw materials and capital goods.

"One of the contributory causes of this seemingly anomalous situation is the fact that many of our industries are still using too large a percentage of imported raw materials, with the result that we have an industrial set-up which, to a fairly large extent, is engaged in finishing semi-processed goods imported from outside our own borders. Perhaps it is all

South Africa—Vineyards at Paarl, in Cape Province.

Photo by South African Railways



to the good that our present exchange difficulties, resulting in the limitation of imports, have brought home to us the shortcomings of this aspect of our industrial development."

Gold production during the first eight months of the current calendar year totalled 7,778,200 fine ounces, which is an increase of 5,049 ounces over that for the comparable period of 1948, and 525,791 ounces greater than for the first eight months of 1947. The output in July and August exceeded 1,000,000 fine ounces, the first time this level has been reached since October, 1947. An encouraging factor in the returns for August was the indicated increase in native labour in the mines, 295,559 natives being employed at the end of that month. Despite intensive recruiting drives, a shortage of white labour continues. Gold production in South Africa in 1949 is expected to exceed that for 1948 by at least 100,000 ounces, providing the monthly average for the first eight months can be maintained.

Demand for Diamonds Considerably Diminished

The demand for diamonds in world markets fell considerably during the first eight months of 1949. Moreover, it is anticipated that the Union's sales of diamonds for the full year will be substantially below the record output for 1948, which was valued at £38·1 million. A sharp fall is noted in the purchase of rough, polished and industrial diamonds by the United States, and it is assumed that the stock-piling requirements of that country were met by its heavy purchases during 1948.

The production figures of most minerals for the first five months of 1949 show little change over the comparable period for 1948, but in the case of manganese ore, output has nearly doubled. Returns issued by the Department of Mines give the following details of the production of certain minerals for the first five months of 1949, compared with the first five months of last year:

South African Mineral Production

	Jan.-May, 1949	Jan.-May, 1948
Coal	12,903,616	12,619,535
Copper	11,512	15,516
Chrome ore	177,558	191,687
Iron ore	552,822	555,198
Manganese ore	229,535	123,938
Asbestos (including amosite, blue, chryostile)	23,419	17,683

Severe drought conditions, which prevailed during the first part of the year, and continued through July and August in some areas of the Union, have adversely affected agricultural crops, and the losses of sheep and cattle have been severe. The most recent estimate for the 1948-49 maize crop is just over 20,000,000 bags of 200 pounds. Fortunately the large carryover from the Union's record crop of 31½ million bags in the 1947-48 season assures sufficient supplies to meet local requirements for the coming year. Lack of rainfall has caused losses in the wheat harvest for some areas and, despite an increase of nearly 12 per cent in the acreage planted under wheat, latest estimates place the out-turn at approximately 10 per cent under the 1947-48 season of 5¼ million bags of 200 pounds.

Deciduous and citrus fruit crops have been good, and exports for this year are greater than for the same period of last year. The most recent estimate for the Union's sugar crop anticipates a small decline of approximately 7,000 tons for the 1949-50 season from the output of 607,845 short tons for the 1948-49 period.

The first wool sales of the 1949-50 season were held in Cape Town, East London, Port Elizabeth and Durban during September with demand keen. Prices rose after devaluation by 6d. to 7d. per pound and recent quotations are between 46½d. to 50½d. per pound.

Fish Canneries Cannot Meet Overseas Demand

Adverse weather conditions during July and August affected trawler catches for the fish canning industry and canneries are unable to complete orders placed by the British Ministry of Food for snoek and pilchards. Orders for canned pilchards from the Far East are heavy, and the export trade in fresh frozen fish to Australia is developing. United States demand for frozen crawfish tails is active, and canned crawfish, or rock lobster, is also well received in the American market. Trial shipments of canned rock lobster were made to Canada during July and August of this year.

The output of fishmeal continues to expand. The bulk of this is sold in South Africa. Exportable surpluses are able to meet but a small part of the demand from overseas countries.

As a result of import restrictions, government revenue from customs and excise fell by more than £ 2 million for the period April 1 to August 31 of this year, compared with the same period of 1948. Revenue from posts, telegraphs and telephones, on the other hand, showed a comparative increase of more than £ 360,000, and inland revenue increased by £ 160,000. All government revenues, however, for the period April 1-August 31, 1949, totalled £ 55,174,000 compared with £ 56,702,000 for the same period of 1948. Government expenditures for the same period rose by more than £ 14,000,000, from £ 49,171,000 in 1948 to £ 63,383,000 this year.

South African Railway and Harbours Operate at Loss

Despite increased earnings and the near-maximum utilization of equipment, revenues of the South African railway, harbour and airways services did not keep pace with expenditure. For the period April-June, 1949, these services incurred a deficit on operations of £ 1,093,000, as compared with a deficit of £ 754,000 for the same period of 1948. The rolling stock position of the South African Railway has improved substantially by receipt of more than 950 railway trucks per month for the past several months from Canada, the United Kingdom and local sources.

Inventories of Manufacturing Industries Falling

The footwear and leather industry continues active, but as the industry is dependent on imports of certain high quality leathers and other materials, some concern is felt over the inventory position, which has fallen dangerously low, and the expansion of which is difficult under present controls.

The demand for furniture has declined during the last few months and increasing difficulties are being experienced in obtaining payments under hire-purchase plans. Motor assembly plants are not working at full capacity due to restrictions on the import of parts. The import of fully assembled automobiles has ceased. Sales in the clothing trade are slowing down, and clothing manufacturers have expressed concern over their materials position if the import restrictions on textiles continue for long. The engineering industry is not as active as a few months ago and a recession is apparent in the building industry. In an effort to alleviate distress in this industry, the Minister of Public Works announced in July certain relaxations of building controls, which it is hoped will cure the unemployment of artisans in certain areas.

Long-term Bacon Market in Britain Stimulates Dutch Pig Industry

Export outlet for next four years assured by Anglo-Dutch agreement of June, 1949—Maximum quantity of bacon to be supplied to the United Kingdom will be 45,000 to 80,000 tons—Established price will provide security for farmer operating efficiently.

By D. A. B. Marshall, Commercial Secretary for Canada
(Agricultural Specialist)

THE HAGUE, November 15, 1949.—Development of the pig industry in the Netherlands is based on the establishment of a long-term market in Great Britain for Dutch bacon. This has been assured for at least the next four years by the Anglo-Dutch agreement of June, 1949, under the terms of which the Netherlands has undertaken to export 10,000 metric tons of bacon this year, between 25,000 and 40,000 tons in 1950, between 35,000 and 60,000 tons in 1951, and between 45,000 and 80,000 tons in 1952. The minimum and maximum limits for the final year of the contract will be set in 1950, but they will lie between 45,000 and 80,000 tons. The largest amount of Dutch bacon exported to Great Britain before the war was 55,000 metric tons, in 1928. It is proposed, therefore, that the industry should be expanded beyond its prewar position.

The objective for 1951 represents between 700,000 and 1,200,000 pigs, while that for 1952 represents between 900,000 and 1,600,000 pigs. Exports to the United Kingdom in 1928 represented 1,100,000 pigs, on the present basis of one ton of bacon being the equivalent of twenty pigs.

Government satisfaction with the rate of recovery of the Netherlands pig industry is indicated by the decision of the Minister of Agriculture to set the floor price for bacon in 1950 at F1.1.85 per kilo (24.39 cents per pound) slaughtered weight, a decrease of twenty Dutch cents (5.79 Canadian cents) from the present price. The floor price is to decrease progressively in fortnightly periods from F1.2.02 on November 21 to F1.1.88 on January 30, 1950. The price of F1.1.85 will become effective on February 14, 1950.

Total Meat Production Probably Below Prewar

As over one-half of the meat consumed in the Netherlands is in the form of pork (about 175 thousand tons out of a total meat consumption estimated for 1950 at 300 thousand tons), the turnover objective for 1950 is 2.5 million pigs, 400 thousand more than were fattened in 1938-39. It has been estimated, however, that the demand for bacon-type hogs, and the consequent reduction in the average market weight of a large proportion of the stock, will result in the total meat production being only as much as, or even a little below, the prewar figure of 230 thousand tons. The change from fat to lighter hogs has been due to the loss of former German markets, where the heavy lard type was sought after, and to the high postwar costs of concentrates and coarse grains. With these higher costs, it has been more economical to market the pigs at bacon weight. This trend has been encouraged by the government.

The Ministry of Agriculture has declared that adequate supplies both of feed grains and of concentrates are assured to support the desired production level. Prices of feedstuffs will be subsidized to offset the higher costs consequent on devaluation.

In establishing the price at Fl.1·85, the government has stressed its intention of providing security for the farmer who is operating efficiently and not to subsidize or encourage the development of inefficient producers. This decrease is justified by the Ministry on the basis that the desired pig population will be reached and the incentive payment will no longer be needed. Furthermore, it is pointed out that pig-breeding is encouraged and is developing in the sandy soil areas, where the greater part of the rough fodder (roots, potatoes, etc.) is grown by the farmers themselves. It is desired to stabilize the industry at an optimum level, and it is felt that, unless profits are curtailed, an uneconomic expansion will occur. This would be dangerous if the government were forced to decrease subsidies on imported feedstuffs.

Agricultural Foundation Considers Price Too Low

Before this price was fixed, it was discussed by officials of the Agricultural Foundation, representing farmer and farm labour organizations, and the Ministry of Agriculture. Subsequent to its being announced, the Foundation, on November 4, expressed its disagreement with it as being 10 cents too low.

The Foundation bases its arguments on the October, 1947, report of the Agricultural Economics Institute on the cost price of pork, with the revisions of January of this year. It should be noted that the Agricultural Economics Institute, originally founded in 1940 by the Royal Netherlands Farmers Union, was taken over during the war and, since 1945, has been maintained jointly by the government and the Agricultural Foundation, with a view to the Institute's conducting independent research relative to Dutch farm problems in order to assist the formation of government policy. A large part of its activity is directed towards research in farm economics and the determination of costs of production.

The Agricultural Foundation declares that, if the government does not accept the findings of the Agricultural Economics Institute, one of the main reasons for the existence of the latter is lost.

Under these findings, the total cost of production per pig, including profit, was Fl.137·34. With the cold-slaughtered weight of a baconer averaging 69·75 kilos, the cost per kilo, including producer's profit of 20 per cent, worked out at Fl.1·97, which was rounded to Fl.1·95.

The Foundation points out that, while the government anticipates the disappearance of excessive unit costs with the return to normal of the number of pigs raised per farmer, the Agricultural Economics Institute costs were actually worked from 1938-39 figures, and the decline in costs expected by the government would result only if production exceeded the prewar level. The Foundation does not expect this will take place, due to the switch from heavy to bacon-type hogs. Therefore they maintain that the setting of the floor price at Fl.1·85, instead of Fl.1·95, will reduce the hog-breeders' profit by 42 per cent. The government believes that the price of Fl.1·85 offers sufficient inducement to the efficient breeder and that the quantity of pigs required will be forthcoming.

British Coal Exports Achieve Record in October

Britain exported more coal in October than in any month since the end of the war. Her total of 1,580,000 tons, 43 per cent of the prewar average, was 170,000 more than the previous best in September.—(*United Kingdom News*, December 6, 1949.)

Trade and Tariff Regulations

Australia Removed Export Controls on Wool Goods

Sydney, November 21, 1949.—(F.T.S.)—Effective October 31, 1949, all export controls on wool goods and/or goods containing wool were removed by Australia. By this action, the following were abolished: export ban on all types of machine knitting and weaving yarns; individual export quotas hitherto allocated for hand knitting yarns; all overall export quotas of 25 per cent of total Australian production, wherever applied; quantitative export allocation of worsted piece-goods; and the ban on export of all types of ready-made apparel produced from wool or containing wool.

Belgium Simplifies Tax Procedure

Brussels, November 29, 1949.—(F.T.S.)—Various products have been made subject to a single Belgian tax ("tax forfaitaire"), effective November 16, 1949. This tax, which in the majority of cases amounts to 9 per cent ad valorem, is payable only once upon the importation of the goods into Belgium, as against the "transmission tax" of 4.5 per cent, which is cumulative. That is to say, it is levied each time the goods change hands by sale until they reach the actual consumer.

The goods affected include wood and wood products, such as plywood, doors, windows, etc.; fresh fish, crustaceans and molluscs; frozen, smoked and salted fish.

The alleged reason for these changes, which were made as a result of representations by various trade organizations, is the simplification of the present system of taxation, and also to establish, in the case of certain products, a more equitable scale of tax charges between imported and domestic goods.

(Editor's Note.—The complete list of items involved is available from the Commercial Relations and Foreign Tariffs Section, Department of Trade and Commerce.)

Bermuda Announcement Affects Deferred List Imports

Hamilton, November 26, 1949.—Importers in Bermuda were notified by the Director of Supplies on November 25 that all foodstuffs and general merchandise on the "Deferred List", for which permits were issued and currency drawn prior to notification of the list, must arrive in Bermuda not later than December 31, 1949.

(Editor's Note.—See *Foreign Trade* of November 5, 1949, page 843, for items on the Deferred List.)

Deposit Required by Ecuador Before Import Permit Issued

Lima, December 1, 1949.—(F.T.S.)—The Monetary Board of Ecuador has instructed that, effective November 17, 1949, all importers of merchandise comprised in List "A" covering essentialities, must make a deposit of 25 per cent of the value of such goods, and a deposit of 50 per cent of the value of the goods importable under List "B" (useful goods) before an import permit is granted. Imports of agricultural and industrial machinery and raw materials are exempt from the requirement. In the event of credit of more than 60 days being given by the vendor on List "A" but not List "B" goods, the deposit shall be reduced to 10 per cent; where deposits greater than those now specified were already, by special order, payable on certain commodities they remain the same.

Trade and Tariff Regulations—Concluded

The regulations covering List "C" goods (luxuries) remain as heretofore, i.e., the importer is compelled to deposit the full purchase price in foreign exchange on application for permits to import such merchandise.

Guatemala Limits Purchases of Hard Wheat Flour Abroad

Guatemala City, December 12, 1949.—(FTS)—Guatemala has reinstated a decree which provides that an importer may not place contracts abroad for the purchase of hard wheat flour in excess of the volume of flour which he buys locally.

Philippines Impose Import Controls

Manila, December 9, 1949.—(FTS)—Since the introduction of import licensing procedure on December 1, 1949, there have been large purchases of foreign exchange. As a result, the monetary board of the Central Bank of the Philippines has introduced foreign exchange controls, effective December 9. All sales of foreign exchange will be restricted, and all transactions in gold and foreign exchange are now subject to licensing.

Flour Imports into the Philippines Subject to Control

Manila, December 10, 1949.—(FTS)—Effective December 1, 1949, imports of flour are subject to quota and licensing. The flour import quota is 85 per cent of the quantity or value of 1948 imports, but exact details of the quota have not yet been determined. Flour shipped before December 1 will be admitted but will be deducted from the future quota of importers.

Trinidad Amends Duty on Flour and Fish

Port-of-Spain, December 3, 1949.—(FTS)—Wheaten flour imported into Trinidad became free of duty under the British Preferential tariff and subject to duty of 48 cents per 196 pounds under the General tariff, by resolution of the Legislative Council on October 28. The former rates were 36 cents and 84 cents per 196 pounds British Preferential and General tariffs respectively.

By the same resolution, the duty of 24 cents per 100 pounds, British Preferential tariff, on dried or salted fish other than salmon, trout and mackerel, was removed, and the General tariff rate of 72 cents per 100 pounds reduced to 48 cents.

(The British Preferential tariff applies to Commonwealth products, and the General tariff to non-Commonwealth products. One Trinidad dollar equals \$0.64 Canadian.)

Lancashire Cotton Mills Set Postwar Record

Lancashire cotton mills have produced 20,750,000 pounds in one week, a postwar record. This output, achieved in the week ending November 19th, brought the total output so far this year to 873,500,000 pounds.—(*United Kingdom News*, December 6, 1949.)



Ocean-Going Sailing Schedules

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

The loading date and name of ship are not indicated in some instances, as information available is not sufficient 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 9-13	<i>Welleveden</i>	Cunard Donaldson
Argentina— Buenos Aires.....	{December 23-29 January 15-16	<i>Bowmonte</i> <i>Mormacmar</i>	Cunard Donaldson Montreal Shipping
Belgium— Antwerp.....	January 3-10	<i>Vasaholm</i>	Swedish American
Brazil— Santos..... Rio de Janeiro.....	{December 23-29 January 15-16	<i>Bowmonte</i> <i>Mormacmar</i>	Cunard Donaldson Montreal Shipping
Colombia— Barranquilla.....	{December 24-30 January 24-28	* <i>Vigor</i> * <i>Svaneholm</i>	Swedish American Swedish American
Cuba— Havana.....	Dec. 26-Jan. 2	* <i>Tunaholm</i>	Swedish American
Denmark— Copenhagen.....	January 3-10	<i>Vasaholm</i>	Swedish American
Egypt— Alexandria..... Port Said..... Suez.....	January 9-13	<i>Welleveden</i>	Cunard Donaldson
Finland— Helsinki.....	January 3-10	<i>Vasaholm</i>	Swedish American
France— Le Havre.....	January 3-10	<i>Vasaholm</i>	Swedish American
French Indo China— Saigon.....	December 27-31	<i>Olga Maersk</i>	Robert Reford
Germany— Hamburg.....	January 3-10	<i>Vasaholm</i>	Swedish American
Hong Kong	December 27-31	<i>Olga Maersk</i>	Robert Reford
Indonesia— Batavia..... Soerabaya..... Belawan-Deli.....	{December 26-30 January 7-11 Jan. 28-Feb. 2	<i>Steel Architect</i> <i>Steel Executive</i> <i>St. Augustine Victory</i>	Isthmian Steamships Isthmian Steamships Isthmian Steamships

DEPARTURES FROM HALIFAX—Continued

Destination	Loading Date	Vessel	Operator or Agent
Indonesia—Con.			
Batavia.....	January 9-13	<i>Welleveden</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Cheribon.....			
Belawan-Deli.....			
Israel—			
Tel-Aviv.....	December 26-30	<i>Steel Architect</i>	Isthmian Steamships
Haifa.....	January 7-11	<i>Steel Executive</i>	Isthmian Steamships
	Jan. 28-Feb. 2	<i>St. Augustine Victory</i>	Isthmian Steamships
Japan—			
Keelung.....	December 27-31	<i>Olga Maersk</i>	Robert Reford
Malaya—			
Penang.....	December 26-30	<i>Steel Architect</i>	Isthmian Steamships
Port Swettenham.....	December 27-31	<i>Olga Maersk</i>	Robert Reford
	January 7-11	<i>Steel Executive</i>	Isthmian Steamships
	January 9-13	<i>Welleveden</i>	Cunard Donaldson
	Jan. 29-Feb. 2	<i>St. Augustine Victory</i>	Isthmian Steamships
Mexico—			
Vera Cruz.....	Dec. 26-Jan. 2	* <i>Tunaholm</i>	Swedish American
Tampico.....			
Netherlands—			
Amsterdam.....	January 3-10	<i>Vasaholm</i>	Swedish American
Rotterdam.....			
Netherlands Antilles			
Willemstad.....	December 24-30	* <i>Vigor</i>	Swedish American
	January 24-28	* <i>Svanholm</i>	Swedish American
Norway—			
Oslo.....	January 3-10	<i>Vasaholm</i>	Swedish American
Kristiansand.....			
Stavanger.....			
Bergen.....			
Philippines—			
Manila.....	December 27-31	<i>Olga Maersk</i>	Robert Reford
Iloilo.....			
Cebu.....			
Puerto Rico—			
San Juan.....	December 24-30	* <i>Vigor</i>	Swedish American
	January 24-30	* <i>Svanholm</i>	Swedish American
Saudi Arabia—			
Jeddah.....	January 9-13	<i>Welleveden</i>	Cunard Donaldson
Siem—			
Bangkok.....	December 27-31	<i>Olga Maersk</i>	Robert Reford
Singapore.....			
	December 27-31	<i>Olga Maersk</i>	Robert Reford
	January 7-11	<i>Steel Executive</i>]	Isthmian Steamships
	January 9-13	<i>Welleveden</i>	Cunard Donaldson
	Jan. 29-Feb. 2	<i>St. Augustine Victory</i>	Isthmian Steamships
Sweden—			
Gothenburg.....	January 3-10	<i>Vasaholm</i>	Swedish American
Stockholm.....			
Malmö.....			
Norrköping.....			
United Kingdom—			
Avonmouth.....	December 23-28	<i>Bristol City</i>	Furness Withy
Swansea.....	Dec. 30-Jan. 3	<i>Egidia</i>	Furness Withy
London.....	December 24-30	<i>Fort Spokane</i>	Cunard Donaldson
Liverpool.....	Dec. 31-Jan. 4	<i>Newfoundland</i> (r)	Furness Withy
	January 4-5	* <i>Fort Cadotte</i>	Cunard Donaldson
	January 18-23	<i>Nova Scotia</i> (r)	Furness Withy

DEPARTURES FROM HALIFAX—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Uruguay— Montevideo.....	{ December 23-29 January 15-16	<i>Bowmonte</i> <i>Mormacmar</i>	Cunard Donaldson Montreal Shipping
Venezuela— La Guaira..... Maracaibo..... Puerto Cabello.....	{ December 24-30 January 24-28	* <i>Vigor</i> * <i>Svaneholm</i>	Swedish American Swedish American
West Indies— Antigua..... Barbados..... Bermuda..... British Guiana..... Dominica..... Grenada..... Montserrat..... St. Kitts..... St. Lucia..... St. Vincent..... Trinidad.....	{ Dec. 27-Jan. 5 January 4-11 January 10-19 January 17-24 February 1-7 February 18-24	<i>A Ship</i> * <i>Lady Nelson</i> (r) <i>A Ship</i> * <i>Canadian Challenger</i> * <i>Lady Rodney</i> (r) * <i>Lady Nelson</i> (r)	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Canadian National Canadian National
Jamaica..... Bahamas.....	{ January 3 January 17 January 31 February 14 February 28	<i>Canadian Cruiser</i> <i>Canadian Constructor</i> <i>Canadian Cruiser</i> <i>Canadian Constructor</i> <i>Canadian Cruiser</i>	Canadian National Canadian National Canadian National Canadian National 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 January 4-14 January 28 February 4-14 February 20	<i>Thorsisle</i> <i>Chandler</i> <i>Thorstrand</i> <i>Cambray</i> <i>Thorshall</i>	Kerr Steamships Elder Dempster Kerr Steamships Elder Dempster Kerr Steamships
Mombasa.....	{ December 31 January 28 February 20	<i>Thorsisle</i> <i>Thorstrand</i> <i>Thorshall</i>	Kerr Steamships Kerr Steamships Kerr Steamships
Australia— Brisbane..... Sydney..... Geelong..... Melbourne..... Adelaide.....	{ January 26	<i>Ottawa Valley</i>	Montreal Australia New Zealand Line
Belgium— Antwerp.....	{ Dec. 30-Jan. 7 January 3 January 5 January 7 January 14 January 15 February 1-4 February 2 February 5 February 9 February 13 February 15	<i>Wanstead</i> * <i>Beavercove</i> (r) * <i>Beaverghen</i> (r) <i>Prins Alexander</i> <i>Grey County</i> * <i>Beaverdell</i> (r) <i>Rouen</i> <i>Prins Philips Willem</i> * <i>Beavercove</i> (r) <i>Beaverghen</i> (r) <i>Prins Alexander</i> * <i>Beaverlake</i> (r)	Cunard Donaldson Canadian Pacific Canadian Pacific Shipping Limited Canada Steamships Canadian Pacific Furness Withy Shipping Limited Canadian Pacific Canadian Pacific Shipping Limited Canadian Pacific
British Honduras— Belize.....	{ January 11-12	* <i>Congo</i>	Saguenay Terminals
Ceylon— Colombo.....	{ January 5-10	<i>City of Poona</i>	McLean Kennedy

DEPARTURES FROM SAINT JOHN—Continued

Destination	Loading Date	Vessel	Operator or Agent
Colombia— Barranquilla.....	January 11-12	*Congo	Saguenay Terminals
Cuba— Santiago..... Havana.....	January 11-12	*Congo	Saguenay Terminals
Havana.....	December 26-29	*Eika	Federal Commerce
Dominican Republic— Ciudad Trujillo.....	{ December 30-31 January 13-14	*Askepot *A Ship	Saguenay Terminals Saguenay Terminals
France— Le Havre.....	{ January 7 January 14 February 1-4 February 2 February 13	Prins Alexander Grey County Rouen Prins Philips Willem Prins Alexander	Shipping Limited Canada Steamships Furness Withy Shipping Limited Shipping Limited
Marseilles.....	{ December 26-29 January 20-24	Capo Noli Capo Vita	Furness Withy Furness Withy
Germany— Hamburg.....	{ Dec. 30-Jan. 7 January 7 February 2 February 13	Wanstead Prins Alexander Prins Philips Willem Prins Alexander	Cunard Donaldson Shipping Limited Shipping Limited Shipping Limited
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 January 20-24	Capo Noli Capo Vita	Furness Withy Furness Withy
Genoa..... Naples.....	Dec. 31-Jan. 5	Mont Alla	Montreal Shipping
Mexico— Vera Cruz.....	December 26-29	Eika	McLean Kennedy
Mediterranean— Western and Central Areas.....	Dec. 31-Jan. 5	Mont Alla	Montreal Shipping
Netherlands— Amsterdam..... Rotterdam.....	{ Dec. 30-Jan. 7 January 7 January 14 February 2 February 13	Wanstead Prins Alexander Grey County Prins Philips Willem Prins Alexander	Cunard Donaldson Shipping Limited Canada Steamships Shipping Limited Shipping Limited
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.....	January 2-6	<i>Lord Glentoran</i>	McLean Kennedy
Pakistan— Karachi.....	January 5-10	<i>City of Poona</i>	McLean Kennedy
Portugal— Lisbon.....	Dec. 31-Jan. 5	<i>Mont Alta</i>	Montreal Shipping
Puerto Rico— San Juan.....	January 13-14	* <i>A Ship</i>	Saguenay Terminals
United Kingdom— Avonmouth.....	(January 19-25 Jan. 28-Feb. 3	<i>Delilian (r)</i> <i>Dorelian (r)</i>	Cunard Donaldson Cunard Donaldson
Glasgow.....	(January 4-10 Jan. 27-Feb. 3	<i>Norwegian (r)</i> <i>Salacia (r)</i>	Cunard Donaldson Cunard Donaldson
Hull.....	January 3-7	<i>Consuelo (r)</i>	McLean Kennedy
Leith.....	(December 24-29	<i>Cairnesk</i>	Furness Withy
Newcastle.....	(January 9-14	<i>Cairvalona</i>	Furness Withy
Liverpool.....	(December 24-30	<i>Lord O'Neill</i>	McLean Kennedy
	December 30	* <i>Empress of Canada (r)</i>	Canadian Pacific
	January 2-6	<i>Lord Glentoran</i>	McLean Kennedy
	January 3-9	* <i>Fort Cadotte</i>	Cunard Donaldson
	January 6	* <i>Beaverford</i>	Canadian Pacific
	January 18	* <i>Empress of France (r)</i>	Canadian Pacific
	January 20-24	<i>Ramore Head</i>	McLean Kennedy
	January 20-26	<i>Arabia (r)</i>	Cunard Donaldson
	January 23	* <i>Beaverburn (r)</i>	Canadian Pacific
	February 5	* <i>Beaverford</i>	Canadian Pacific
February 15	* <i>Empress of France (r)</i>	Canadian Pacific	
February 24	* <i>Beaverburn</i>	Canadian Pacific	
London.....	(Dec. 27-Jan. 4	<i>Asia (r)</i>	Cunard Donaldson
	January 3	* <i>Beavercove (r)</i>	Canadian Pacific
	January 5	* <i>Beaverghen (r)</i>	Canadian Pacific
	January 15	* <i>Beaverdell (r)</i>	Canadian Pacific
	January 24-30	<i>Valacia (r)</i>	Cunard Donaldson
	Jan. 27-Feb. 5	<i>Vandalia</i>	Cunard Donaldson
	February 5	* <i>Beavercove (r)</i>	Canadian Pacific
	February 9	* <i>Beaverghen (r)</i>	Canadian Pacific
February 15	* <i>Beaverlake (r)</i>	Canadian Pacific	
Manchester.....	(December 28-31	<i>Manchester Regiment (r)</i>	Furness Withy
	January 4-7	<i>Manchester Progress (r)</i>	Furness Withy
	January 11-14	<i>Manchester Shipper (r)</i>	Furness Withy
Venezuela— Puerto Cabello.....	December 30-31	* <i>Askepot</i>	Saguenay Terminals
La Guaira.....		* <i>A Ship</i>	Saguenay Terminals
Maracaibo.....			

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.....	January 9 February 10	<i>Limburg</i> <i>Silversandal</i>	Dingwall Cotts Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Argentina— Buenos Aires.....	January 5	<i>Grenanger</i>	Empire Shipping
Australia— Sydney..... Melbourne..... Adelaide.....	January 10 Late January	<i>Boolongena</i> <i>Sonoma</i>	Empire Shipping Dingwall Cotts
Adelaide..... Sydney.....	January 10	<i>Waikawa</i>	Canadian Australasian
Belgium— Antwerp.....	January 11 January 20 January 26 February 2	<i>Los Angeles</i> (r) <i>Washington</i> <i>Paraguay</i> (r) <i>Golden Gate</i> (r)	Gardner Johnson Empire Shipping Gardner Johnson Gardner Johnson
Brazil— Rio de Janeiro..... Santos.....	January 5	<i>Don Anselmo</i>	Empire Shipping
Canal Zone— Balboa..... Panama City.....	January 3 January 7 January 10	<i>Santa Flavia</i> <i>Coastal Adventurer</i> <i>Don Anselmo</i>	Gardner Johnson Gardner Johnson Empire Shipping
Cristobal.....	January 7	<i>Coastal Nomad</i>	Gardner Johnson
Ceylon— Colombo.....	January 4 February 3	<i>Silvermaple</i> <i>Høegh Silvermoon</i>	Dingwall Cotts Dingwall Cotts
Chile— Arica..... Antofagasta..... Valparaiso.....	January 3 January 5	<i>Santa Flavia</i> <i>Grenanger</i>	Gardner Johnson Empire Shipping
China— Shanghai.....	January 3-4 January 19-20 Jan. 31-Feb. 1 February 10-11	<i>China Mail</i> (r) <i>Java Mail</i> <i>Ocean Mail</i> (r) <i>Island Mail</i> (r)	Canadian Blue Star Canadian Blue Star Canadian Blue Star Canadian Blue Star
Colombia— Barranquilla.....	January 3 January 7 January 10	<i>Santa Flavia</i> <i>Coastal Adventurer</i> <i>Don Anselmo</i>	Gardner Johnson Gardner Johnson Empire Shipping
Buenaventura.....	January 3	<i>Santa Flavia</i>	Gardner Johnson
Costa Rica— Puntarenas.....	January 7 January 10	<i>Coastal Nomad</i> <i>Don Anselmo</i>	Gardner Johnson Empire Shipping
Cuba— Havana..... Santiago.....	January 10	<i>George D. Gratsos</i>	Empire Shipping
Ecuador— Guayaquil.....	January 3	<i>Santa Flavia</i>	Gardner Johnson
El Salvador— La Libertad..... La Union.....	January 3 January 7	<i>Santa Flavia</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson
La Libertad.....	January 10	<i>Don Anselmo</i>	Empire Shipping
France— Le Havre..... Bordeaux..... Dunkirk.....	January 20	<i>Washington</i>	Empire Shipping
Germany— Hamburg.....	January 11 January 26 February 2	<i>Los Angeles</i> (r) <i>Paraguay</i> (r) <i>Golden Gate</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Guatemala—			
San Jose.....	January 3	<i>Santa Flavia</i>	Gardner Johnson
Guatemala City.....	January 7	<i>Coastal Nomad</i>	Gardner Johnson
San Jose.....	January 10	<i>Don Anselmo</i>	Empire Shipping
Hawaii—			
Honolulu.....	{Late January Late January	<i>Hawaiian Forester</i> <i>Hawaiian Logger</i>	Dingwall Cotts Dingwall Cotts
	{December 31 January 3-4 January 10	<i>Serampore</i> <i>China Mail</i> (r) <i>Mangarella</i>	Johnson Walton Canadian Blue Star Empire Shipping
Hong Kong.....	{January 19-20 Jan. 31-Feb. 2 February 4 February 10-11	<i>Java Mail</i> <i>Ocean Mail</i> (r) <i>Nikobar</i> <i>Island Mail</i> (r)	Canadian Blue Star Canadian Blue Star Johnson Walton Canadian Blue Star
India—			
Bombay.....	February 3	<i>Høegh Silvermoon</i>	Dingwall Cotts
Madras.....	{January 14 February 14	<i>Singkep</i> <i>Silverwalnut</i>	Dingwall Cotts Dingwall Cotts
Bombay.....	{January 4	<i>Silvermaple</i>	Dingwall Cotts
Calcutta.....			
Indonesia—			
Batavia.....	January 4	<i>Silvermaple</i>	Dingwall Cotts
Samarang.....	January 14	<i>Singkep</i>	Dingwall Cotts
Soerabaya.....	February 3	<i>Høegh Silvermoon</i>	Dingwall Cotts
Cheribon.....	February 14	<i>Silverwalnut</i>	Dingwall Cotts
Israel—			
Tel-Aviv.....	{January 10	<i>George D. Gratsos</i>	Empire Shipping
Haifa.....			
Japan—			
Yokohama.....	{January 3-4 January 13-14 Jan. 31-Feb. 2 February 10-11	<i>China Mail</i> (r) <i>Canada Mail</i> <i>Ocean Mail</i> (r) <i>Island Mail</i> (r)	Canadian Blue Star Canadian Blue Star Canadian Blue Star Canadian Blue Star
Malaya—			
Penang.....	{January 4 February 3	<i>Silvermaple</i> <i>Høegh Silvermoon</i>	Dingwall Cotts Dingwall Cotts
Port Swettenham.....			
Mexico—			
Manzanillo.....	January 7	<i>Coastal Nomad</i>	Gardner Johnson
Netherlands—			
Rotterdam.....	{January 20	<i>Washington</i>	Empire Shipping
Amsterdam.....			
New Zealand—			
Auckland.....	{January 10	<i>Waikawa</i>	Canadian Australasian
Wellington.....			
Pakistan—			
Karachi.....	February 3	<i>Høegh Silvermoon</i>	Dingwall Cotts
Persian Gulf.....	February 3	<i>Høegh Silvermoon</i>	Dingwall Cotts
Peru—			
Callao.....	January 3	<i>Santa Flavia</i>	Gardner Johnson
Mollendo.....	January 5	<i>Grenanger</i>	Empire Shipping
	{January 3-4 January 4 January 11-13 January 14 January 19-20 Jan. 31-Feb. 1 February 3 February 10-11 February 14	<i>China Mail</i> (r) <i>Silvermaple</i> <i>Canada Mail</i> <i>Singkep</i> <i>Java Mail</i> <i>Ocean Mail</i> (r) <i>Høegh Silvermoon</i> <i>Island Mail</i> (r) <i>Silverwalnut</i>	Canadian Blue Star Dingwall Cotts Canadian Blue Star Dingwall Cotts Canadian Blue Star Canadian Blue Star Dingwall Cotts Canadian Blue Star Dingwall Cotts
Philippines—			
Manila.....			
Iloilo.....			
Cebu.....			

DEPARTURES FROM VANCOUVER—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines—Con.			
Manila.....	December 31	<i>Serampore</i>	Johnson Walton
Cebu.....	January 10	<i>Mangarella</i>	Empire Shipping
	February 4	<i>Nikobar</i>	Johnson Walton
Singapore.....	January 4	<i>Silvermaple</i>	Dingwall Cotts
	January 14	<i>Singkep</i>	Dingwall Cotts
	February 3	<i>Høegh Silvermoon</i>	Dingwall Cotts
	February 14	<i>Silverwalnut</i>	Dingwall Cotts
Society Islands—			
Papeete.....	January 10	<i>Waikawa</i>	Canadian Australasian
Sweden—			
Stockholm.....	January 11	<i>Los Angeles (r)</i>	Gardner Johnson
Gothenburg.....	January 26	<i>Paraguay (r)</i>	Gardner Johnson
	February 2	<i>Golden Gate (r)</i>	Gardner Johnson
United Kingdom—			
Manchester.....	Early January	<i>Brazilian Prince</i>	Furness Withy
	Early January	<i>Pacific Liberty</i>	Furness Withy
Unstated Ports.....	January 7	<i>Lismoria</i>	Balfour Guthrie
	January 11	<i>Los Angeles (r)</i>	Gardner Johnson
	Jan. 23–Feb. 3	<i>Lake Winnipeg</i>	Canada Shipping
	January 26	<i>Paraguay (r)</i>	Gardner Johnson
	January	<i>Loch Ryan</i>	Royal Mail Lines
	February 2	<i>Golden Gate (r)</i>	Gardner Johnson
Uruguay—			
Montevideo.....	January 5	<i>Grenanger</i>	Empire Shipping
Venezuela—			
Maracaibo.....	January 7	<i>Coastal Nomad</i>	Gardner Johnson
Maracaibo.....	January 10	<i>Don Anselmo</i>	Empire Shipping
Puerto Cabello.....			
La Guaira.....			

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

Large Lead Ore Deposits Reported in Brazil

Rio de Janeiro, November 16, 1949.—(FTS)—Large lead ore deposits have been reported in Matozinhos County, Minas Gerais. The deposit is considered the second largest in Brazil, and could supply the full requirements of this country. The lead content of the ore is said to be 72 per cent.

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: Boite 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).

Territory includes Taiwan (Formosa).

Colombia

Bogotá—H. W. RICHARDSON, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. EVANS, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Germany

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

Cable address, Canadian Frankfurt-Main.

Greece

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

Territory includes Israel.

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.

Territory includes Korea.

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, Canada 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 Dec. 5	Nominal Quotations Dec. 12
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	.0666	.0684
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	.2565	.2567
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
Venezuela	Bolivar	....	.2985	.3289	.3289
Yugoslavia	Dinar	....	.0200	.....	.....