

# FOREIGN TRADE

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**COVER SUBJECT**—Main arch at the base of the Peace Tower, Parliament Buildings, in Ottawa. This recent photograph portrays the Coats-of-Arms of Canada's ten provinces, represented here this week at a Dominion-Provincial Conference by their respective Premiers; the first such conference to be held since Newfoundland was united last April with the other nine provinces. The Coats-of-Arms are, from left to right around the arch, those of British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland.

*National Film Board Photo.*

Price 10 cents

# Canadian Lumber Trade Depends Largely on the United States

*Thirty-one per cent of total production in this country shipped across border, compared with 9 per cent to United Kingdom—Domestic demand during 1950 appears favourable—Canadian shippers received orders for 82,000,000 feet of lumber from Great Britain.*

By Gordon H. Rochester, Canadian Timber Controller

**L**UMBER production in Canada during the past year is estimated at approximately 5,250,000 M ft.b.m., or approximately four per cent below the 1948 level of 5,464,000 M ft.b.m. The domestic market absorbed 54·5 per cent, while exports to the United States accounted for 31 per cent of the total production. Shipments to the United Kingdom represented 9 per cent, and exports to other countries were 5·5 per cent of the total. In terms of volume, shipments to the United States accounted for 68 per cent, compared with 65 per cent in 1948; to the United Kingdom, 20 per cent, compared with 23 per cent in 1948; and to other countries remained at 12 per cent.

The prosperity of the Canadian lumber industry is closely linked with its ability to market a substantial portion of its production in the United Kingdom and the United States, with increasing dependence upon the latter market. Although other countries purchase relatively small quantities of Canadian lumber, in the aggregate they constitute important outlets for the industry.

Canadian lumber requirements were higher last year than in preceding years, and constituted a firm spot in an otherwise sluggish market during the first nine months. The percentage of the total production and the actual volume made available for domestic housing and industrial construction were much higher than in 1948.

There is no indication that the domestic demand in 1950 will decline, and it is altogether possible that housing requirements will be somewhat higher than last year. Financial assistance provided by the federal government will no doubt result in the construction of more housing units in 1950, and lumber requirements should increase accordingly. The same general trend is noted for all other classes of construction, so the Canadian lumber industry may expect to market in this country a substantial proportion of the total production.

## **Demand for Lumber from United States Favourable**

The prospective demand for lumber in the United States this year appears favourable, and indications point to a continuation of the firm conditions in that market during the last quarter of 1949. Housing and industrial construction requirements would indicate a full year of accelerated activity. This opinion is based on the following factors:

- (a) The United States housing bill provides for an increase in government spending for housing projects.
- (b) It is anticipated that insurance payments will be made to veterans early in the year.
- (c) There are relatively low inventories of suitable lumber in the mills.



**Canada—M.V. Canadian Constructor loading lumber on the Pacific Coast. Exports of lumber to the United States accounted for 31 per cent of total Canadian production of approximately 5,250,000 M ft.b.m. in 1949. The prospective demand in the United States this year appears favourable.**

*Photo by Canadian National Steamships.*

(d) Unshipped order files indicate a heavy forward placement of business.

Taking these signs of a strong market into consideration, Canadian lumber shippers should have confidence in their ability to participate substantially in the United States market during the year.

## Canadian Export of Spruce Lumber by Months

1948-49 (10 months ending October)

### UNITED STATES

	1948		1949	
	Quantity M Ft.	Value \$	Quantity M Ft.	Value \$
January .....	57,885	4,150,837	29,915	2,187,911
February .....	65,304	4,715,196	30,119	2,146,813
March .....	67,193	4,790,055	37,567	2,585,434
April .....	60,499	4,310,469	33,519	2,276,291
May .....	50,373	3,545,339	32,377	2,226,424
June .....	64,206	4,628,928	35,652	2,437,945
July .....	73,909	5,358,344	37,926	2,518,387
August .....	72,794	5,273,869	46,786	3,074,945
September .....	76,893	5,530,377	53,090	3,339,130
October .....	57,757	4,219,951	68,221	4,594,459
November .....	52,568	3,873,605	.....	.....
December .....	32,964	2,397,093	.....	.....
<b>Total .....</b>	<b>732,345</b>	<b>52,794,063</b>	<b>.....</b>	<b>.....</b>

### UNITED KINGDOM

	1948		1949	
	Quantity M Ft.	Value \$	Quantity M Ft.	Value \$
January .....	11,346	624,462	3,276	249,933
February .....	3,668	245,615	966	85,208
March .....	2,578	163,485	383	39,588
April .....	749	49,860	423	29,470
May .....	5,164	329,685	694	95,524
June .....	1,360	95,901	9,452	609,607
July .....	10,376	639,558	15,327	925,032
August .....	5,662	368,330	14,093	888,327
September .....	12,696	806,839	22,360	1,334,122
October .....	19,799	1,275,900	27,659	1,705,827
November .....	7,859	496,770	.....	.....
December .....	7,646	482,070	.....	.....
<b>Total .....</b>	<b>88,903</b>	<b>5,578,425</b>	<b>.....</b>	<b>.....</b>

### ALL OTHER COUNTRIES

	1948		1949	
	Quantity M Ft.	Value \$	Quantity M Ft.	Value \$
January .....	2,180	174,828	1,415	110,521
February .....	2,654	237,918	308	27,010
March .....	1,833	148,909	2,861	204,692
April .....	1,055	91,180	2,465	173,627
May .....	1,999	141,697	4,686	324,260
June .....	1,425	102,999	650	67,553
July .....	2,091	156,951	2,102	171,639
August .....	7,067	480,509	299	26,474
September .....	2,332	158,196	5,173	344,529
October .....	1,744	136,338	1,871	125,809
November .....	3,191	223,510	.....	.....
December .....	816	74,120	.....	.....
<b>Total .....</b>	<b>28,417</b>	<b>2,127,155</b>	<b>.....</b>	<b>.....</b>

### TOTALS

	1948		1949	
	Quantity M Ft.	Value \$	Quantity M Ft.	Value \$
January .....	71,411	4,950,127	34,606	2,548,365
February .....	71,626	5,198,729	31,393	2,259,031
March .....	71,604	5,102,449	40,811	2,829,714
April .....	62,303	4,451,509	36,407	2,479,388
May .....	57,536	4,018,721	37,757	2,646,208
June .....	66,991	4,827,828	45,754	3,115,105
July .....	86,376	6,154,863	55,355	3,615,058
August .....	85,523	6,122,708	61,183	3,989,746
September .....	91,921	6,495,412	80,623	5,017,781
October .....	79,330	5,632,189	97,751	6,426,095
November .....	63,618	4,593,885	.....	.....
December .....	41,426	2,953,283	.....	.....
<b>Total .....</b>	<b>849,665</b>	<b>60,499,703</b>	<b>.....</b>	<b>.....</b>

Requirements of the United Kingdom market are difficult to predict. Tenders were called for 100,000,000 feet of West Coast lumber, and were open to quotations from both Canadian and United States shippers. Delivery is called for during the first six months of 1950, though the United Kingdom reserves the right to take delivery in the first quarter. Of the 100,000,000 feet, Canadian shippers were successful in obtaining orders for 82,000,000 feet, while approximately 4,000,000 feet went to United States shippers. The placement of orders for the remaining 14,000,000 feet has been held in abeyance. There are also indications of a further contract of an equal amount of lumber being negotiated during the first half of this year. As a result of the above-mentioned placement and prospects of further contracts materializing, lumber shipments to the United Kingdom during the first half of 1950 should be approximately the same as in 1949.

The United Kingdom may require Eastern spruce lumber during the first half of 1950 at a slightly higher level than in the corresponding period of 1949. An allotment of \$2,500,000 has already been set aside for this purpose. If approval is granted, contracts should be placed in January.

Since the financing of Canadian lumber purchases is controlled by the Economic Co-operation Administration, in Washington, it is not possible for the United Kingdom to indicate its requirements for the second half of this year. The ECA fiscal year commences on July 1, 1950, and no appropriations have been set aside by Congress as yet to cover this forward period. However, it would appear that overall volume shipments of Canadian lumber to the United Kingdom this year might approximate closely the shipments to that market in 1949.

#### **Log Production in Maritimes Declined**

The past year opened with a continuation of the downward trend in volume and prices in the United States market, which was manifested during the fourth quarter of 1948. Lacking British contracts, log production in the Maritimes fell to a ten-year low. The West Coast industry held substantial British contracts at the beginning of 1949, but lacked the United States demand of 1948, and encountered a decline in shipments to dollar-short world markets. The placement of British contracts for 90,000,000 feet of Eastern spruce lumber in late February stimulated the industry in Eastern Canada. Subsequent orders, running the total to approximately 130,000,000 feet, warranted larger summer log and lumber production.

Although the sluggish United States market continued until early fall, resulting in the creation of substantial inventories of the less desirable specifications, some price concessions in the late summer started a movement of these items. A combination of Canadian dollar revaluation and a decided firming in the United States demand in September increased the flow of spruce lumber to the United States, comparable with that of the corresponding period in 1947.

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#### **France to Import Shell Eggs from the Netherlands**

The Hague, December 19, 1949.—(FTS)—France has authorized the importation from the Netherlands of 15,000,000 shell eggs, effective November 18, 1949. Exports from this country during the first nine months of 1949 amounted to 273.6 million, of which 186.8 million shell eggs went to Great Britain, 2.76 million to Germany, 18.4 million to Greece, 14.7 million to Switzerland and 9.8 million to Belgium and Luxembourg.

# Five-year Industrial Development Program Proceeding in Pakistan

*Central government divides responsibility among several agencies—Lack of interest by local investors causes government to make start on steel, jute textiles, fertilizers and paper industries—Large sums being spent on purchases and administration.*

By G. A. Browne, Canadian Government Trade Commissioner

**K**ARACHI.—Industrial development in Pakistan is the responsibility of several government agencies, functioning under the Ministry of Industries, such as the Department of Supply and Development, the Coal Commissioner, the Textile Commissioner, the Central Engineering Authority, the Directorate of Mineral Concessions and the Geological Survey of Pakistan.

An Anglo-Swedish combine of consultants, with offices in Karachi, has been engaged to advise the Pakistan Government on the design, purchase and construction of electrical, harbour and port installations, and town planning. Consideration is being given to the development of hydropower in the Northwest Frontier Province, where the Warsak project is expected to produce 100,000 kw., and on the Karnafuli river, in East Bengal, where it is proposed to develop 40,000 kw.

The central government is enabled to assume direct responsibility for industrial development in this country under the Development of Industries Act 1949 and the Regulation of Mines and Oilfields and Mineral Development Act 1948. The provinces, Baluchistan, Sind, West Punjab, the Northwest Frontier Province and East Bengal, are free to devote attention exclusively to the improvement of agriculture, which is the principal industry in Pakistan.

Although the government wishes to avoid participation in industries, other than those concerned with the manufacture of arms and munitions, the development of hydropower and the manufacture of communications equipment, which will be nationalized, it has been necessary to make a start in four major industries, steel, jute textiles, fertilizers and paper, due to the lack of interest displayed by local investors.

Well-known British steel-makers have been retained to survey Pakistan's potential as a steel producer, and it is expected to have eventually a production unit of 60,000 tons with capacity for expansion up to 300,000 tons, which is, at the moment, the domestic annual requirement.

A British-American combination has also been retained to build an ammonium sulphate fertilizer plant of 100,000 tons capacity, utilizing the large gypsum deposits in the West Punjab.

## **Plans for Paper Mill Being Studied**

Plans submitted by both Canadian and Swedish consultants for a paper mill in East Bengal are being studied and it is expected that by 1952 a 30,000-ton plant will be in operation at Kaptaimuk, in the Chittagong Hill Tracts, East Bengal.

The government is also pushing the development of a jute textile industry to be located at Chittagong. It will comprise, initially, three mills of 1,000-looms capacity each. Attention is also being given to the

establishment of regional authorities along TVA lines for the co-ordination of power development, irrigation, reclamation and conservation activities in certain well-defined localities.

Progress is being made along the above lines, some indication of its extent perhaps being given by the monthly costs of purchase and administration which presently are running at the equivalent of close to ten million dollars.

Pakistan's requirements of cotton cloth and yarn amount to 450,000 bales of 400 pounds each annually, comprising 300,000 bales of cloth and 150,000 bales of yarn. Present capacity of the cotton industry is 60,000 bales of cloth and 9,000 bales of yarn, produced by 4,500 looms with 177,000 spindles operating two shifts of eight hours each.

An additional one million spindles to be placed in operation by 1954-55 was recommended by the Industries Conference. Anticipated annual requirements at that time will total 675,000 bales, made up of 500,000 bales of cloth and 175,000 bales of yarn. A total of 332,000 spindles, producing 140,000 bales of cloth and 50,000 bales of yarn annually, will be in full operation by April 1, 1950, leaving a balance of approximately 650,000 spindles to be developed in the five-year period. It still will be necessary to import 200,000 bales of cloth and 75,000 bales of yarn on the completion of this program.

Pakistan has abundant quantities of indigenous cotton available, except for the fine-quality varieties. A small quantity of foreign cotton is being imported to feed the few finer count spindles in the country. Large imports of fine cotton should not be required in the beginning of the expansion program, as production will have to be restricted to coarser varieties owing to the scarcity of skilled technicians.

Present requirements for jute manufactures such as hessian, gunny bags, rope, twine, etc., totals 50,000 tons. By 1954-55, the demand is expected to increase to 65,000 tons. While East Pakistan has large resources of raw jute of superior quality, there is no jute manufacturing industry in the country at present.

Installation of 15,000 looms for the processing of jute in the next ten years has been recommended, with 6,000 looms to be installed during the first five years. A total of 500 looms is expected to be in operation in 1950, while machinery for three jute mills of 1,000 looms each has been ordered.

It is expected that by 1954-55, the output of hessian will be sufficient to meet the domestic demand. It still will be necessary, however, to import some 36,800 tons of gunny bags annually.

#### **Present Production of Woollen Textiles Negligible**

Annual requirements of woollen textiles are estimated to be equivalent to the production capacity of 20,000 worsted spindles and 15,000 woollen spindles, operating on a double-shift basis. The demand is expected to increase 35 per cent during the next five years. Present capacity and production are negligible, being confined to head spinning and hand weaving.

By 1954-55 the following expansion targets have been established: 20,000 worsted spindles; 24,000 woollen spindles; 10 finishing units; five hosiery knitting mills manufacturing woollen items only; and five carpet manufacturing mills to produce machine-made carpets.

A total of 4,500 worsted spindles in Karachi will be going into production shortly, while 2,000 woollen spindles in a mill at Jallo are being rehabilitated and will be in production by the end of March, 1950. A further 2,000 woollen spindles for Gujranwala are being imported, while

orders will be placed for the purchase of 6,000 worsted spindles and 2,000 woollen spindles for the Registrar Co-operative Societies in West Punjab.

The local raw wool is suitable for medium and coarse woollens only, such as tweeds, flannels, carpets, etc. Annual production plus imports from neighbouring areas totals approximately 35 million pounds per annum. This quantity would still leave a large exportable surplus even after all the proposed woollen and worsted spindles have been installed. Wool-tops will have to be imported for the manufacture of worsted materials and for fine woollens until the quality of the indigenous wool is improved.

Between 20,000 and 25,000 tons of paper, cardboard and pulp products required by Pakistan annually are imported at the present time. Requirements in five years are expected to reach an estimated 30,000 tons.

#### **Establishment of Paper Factory Recommended**

The establishment of one paper factory in East Pakistan, to be in operation by 1954-55, having a capacity of 100 tons per day, has been recommended. Local bamboo, salt and lime, which are available in sufficient quantities, would be utilized, while dyes and chemicals would be imported. It would still be necessary to meet certain needs for cardboard and newsprint from imports.

About 500,000 tons of petroleum products are consumed annually by Pakistan. As industrial development proceeds, the demand is expected to increase 25 per cent in 1950 and 12.5 per cent in the four subsequent years. The bulk of the requirements is met by imports, mainly from the Middle East. Local production of refineries, amounting to 70,000 tons a year, represents only a fraction of present consumption. Refining capacity, which at present is 157,000 tons per annum, will be extended as and when new oil deposits are discovered, or imports increased.

Some 450,000 gallons of galenicals, as well as unknown quantities of varied drugs and light chemicals, are used annually in Pakistan. The demand for these items is expected to materially increase during the next five years. Unless sufficient capacity is developed, essential requirements will be imported.

#### **Pharmaceutical and Drug Industry Being Developed**

Within the next two years, five self-contained pharmaceutical units covering all branches of manufacture will be established. Crude drugs are available locally, but their cultivation on an organized basis will have to be undertaken. The production capacity for alcohol is presently being developed and the supply of solvents should be easy by the end of 1950. Facilities are being afforded to trade and industry to import some of the necessary raw materials for the manufacture of pharmaceuticals, drugs and chemicals.

Existing facilities in Pakistan are able to meet over two-thirds of the requirements for rubber goods, other than tires and tubes. Local production is restricted, due to large-scale imports of manufactures of foreign firms.

By 1954-55, except for certain items like fan belts, tennis balls, foam rubber cushions, etc., it is expected that no other imports of rubber articles will be necessary.

Almost all raw materials for the production of rubber goods are imported. Raw rubber is imported without any import duty, while chemicals, textiles, dyes, etc., are subject to heavy import duties ranging from 30 to 60 per cent.

Of the 20 million pairs of leather footwear consumed annually, 10 million pairs are produced locally by cottage and mechanical units. While some upper and sole leather is available in limited quantities, certain imports are necessary. Grindery items such as thread, nails, polishes, wax, heels, balls, etc., are purchased abroad.

#### **Production of Footwear Being Expanded**

To help meet demand, increasing at the rate of approximately five per cent annually in the next five years, domestic output is to be increased by 9,250,000 pairs a year. This will be accomplished by an increase in the production of indigenous units and the establishment of twenty footwear factories with a capacity of 1,000 pairs a day each. Balance of the requirements will be met by imports.

Pakistan has a surplus of raw hides and skins, as well as sufficient quantities of babul bark and govan bark to support the local tanning industry. Certain chemicals and other tanning materials have to be imported. Annual requirements of tanned leather amount to 22.5 million pounds of sole leather and 19.5 million square feet of upper leather. While the present capacity of the local industry is 3.5 million pounds of sole leather and 3.7 million square feet of upper leather per year, only 1.5 million pounds of sole leather and one million square feet of upper leather are produced at present.

Increased capacity of 19 million pounds of sole leather and 15.8 million square feet of uppers will be provided in the next five years by the establishment of 20 modern mechanized tanneries for processing sole leather and 25 establishments for the production of upper leather. The balance of the country's needs will be imported.

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#### **Palm Oil Exports from Belgian Congo Reverting to Private Trade**

Leopoldville, December 24, 1949.—(FTS)—The exportation of palm oil, by-products of palm oil and products containing palm oil will revert to private trade channels on January 1, 1950, following the closure of the Palm Oil Pool.

In order to ensure control over the quality of palm oil exported from the Belgian Congo, the government has introduced a regulation that specifies that the above-mentioned products must be submitted for an official laboratory analysis before exportation. The test, in the case of palm oil, must give the free fatty acid content, percentage of water, percentage of impurities and, in the case of palm oil by-products, the percentage of palm oil in the mixture must be shown. The exportation of palm oil containing more than 0.50 per cent of water and 0.02 per cent of impurities is forbidden. The exportation of palm oil and its by-products containing more than 8.5 per cent of free fatty acid contents at the time of leaving the country is subject to an export licence.

An export licence is not required, however, for palm oil with an acidity count of less than 8.5 per cent before departure from the Belgian Congo.

Effective December 1, 1949, all exports of palm nuts and kernels must be submitted for an official analysis before leaving the colony. The analysis will indicate the percentage of shells, fibres, spoiled or damaged kernels and/or foreign matter, and this content must not exceed 5 per cent in order to obtain an export licence.

# Additional Import Restrictions Imposed by the Philippines

*Controls, effective December 1, 1949, are an effort to conserve monetary reserves—New regulations add many new items to list of luxury and non-essential articles subject to control, and use calendar year 1948 as the base period.*

By W. D. Wallace, Assistant Canadian Government Trade Commissioner

**M**ANILA, December 30, 1949.—Additional import controls have been imposed by the Philippines Government, effective December 1, 1949, in an effort to conserve its monetary reserves. These supplement the controls in force during 1949, and are based on imports from July 1, 1947, to June 30, 1948. The new regulations introduce many new items to the list of luxury and non-essential articles subject to control, and use the calendar year 1948 as the base period. Whereas the reduction in imports from the base period for 1949 averaged 40 per cent, the new regulations will effect a reduction from the base period of from 80 to 90 per cent for most commodities and of 95 per cent for some articles. As a result of the imposition of these new controls, only from five to twenty per cent of these goods imported in 1948 may be imported in 1950. These small percentages represent what amounts almost to total prohibition. It is expected that the new regulations will reduce the total value of imports by the Philippines by approximately 400,000,000 pesos, or \$200,000,000, during 1950, and bring them close to the value of commodity exports.

Under executive orders 295 and 297, it is necessary for importers to apply to the Import Control Board, established to administer the regulations, for an import licence for every commodity which has been declared subject to import control.

The Import Control Board may recommend additions to and deletions from the lists of products. In addition, the Board shall allocate the quotas established by the order only among the importers registered for such articles on the basis of the respective quantities or values of their imports of the articles from all countries during 1948. Importers receiving quotas can place their orders in any country. The Import Board shall not permit importers to transfer quotas from one article to another, but may permit the transfer of quotas from one importer to another, provided said importers are duly registered with the Board.

## Quotas Provided for New Importers

The Import Control Board shall set aside not more than 20 per cent of the quotas established for each article for allocation to Filipino importers who had no importation during the base period 1948, but have been registered subsequently as importers of such articles. Provision is made for aliens, who, after the base period, actually imported and still continue to import any controlled article to apply as new importers of such article. The Board shall determine the manner of allocating the quotas to new importers.

Shipments covered by payments made by the importer prior to the effective date of the order, or by irrevocable letters of credit or permits to purchase issued prior to the effective date, and so certified by the issuing bank, shall be allowed to enter the Philippines but shall be charged to

present and/or future quotas of the importer for the same or other articles. The importer, however, must first obtain an import licence and pay the appropriate fees before obtaining release of the shipment. Similarly, goods in inland transit from point of origin, or on dock, on lighter, or on exporting vessel, on the date these orders became effective, December 1, 1949, if such circumstances can be proved by the importer to the satisfaction of the Import Control Board, shall be admitted into the country but shall be charged to present and/or future quotas of the importer for the same or other articles. The importer, however, must first obtain an import licence and pay the appropriate fees before the shipment may be made or released from customs. Goods ordered or contracted for prior to the effective date of the order by virtue of existing valid licences and/or quotas shall be allowed to enter the country but shall be charged to present and/or future quotas.

Importers are required to obtain an import licence for every order placed abroad after December 1, 1949, unless the articles to be imported are not subject to the restrictions under the provisions of the regulations. Articles ordered after this date without an import licence shall be confiscated by the Import Control Board. In addition, every consular invoice issued for importation into the Philippines of articles subject to restrictions shall show the import licence number in respect to such importation and quantity and value thereof.

#### Categories of Restricted Products Listed

The new lists of non-essential and luxury articles now subject to quota include the following (percentages of reduction from imports in base year 1948 are shown in parentheses):

- (1) Passenger cars (80 per cent); station wagons (75 per cent); jeeps (60 per cent); motor-cycles (85 per cent); bus bodies and accessories (95 per cent).
- (2) Bicycles, carriages and similar vehicles, go-carts, velocipedes and children's vehicles (90 per cent).
- (3) Jewellery, precious metals, including silver and plated-ware, costume jewellery, precious and imitation stones (90 per cent).
- (4) Dentifrices (50 per cent); shaving creams and soap, face powders and lipstick (80 per cent); other toilet preparations, perfumes and soap (90 per cent).
- (5) Beauty culture equipment, including manicure apparatus and dresser sets (90 per cent).
- (6) Sporting goods of any kind (50 per cent); toys and games (85 per cent).
- (7) Liquors, wines and beer (90 per cent); extracts, flavours and syrups for local bottling (50 per cent).
- (8) Fireworks and firearms (95 per cent); cartridges (90 per cent).
- (9) Nylon, silk and khaki fabrics and grey clothing and weaving yarns (95 per cent); other fabrics (75 per cent); wearing apparel, household articles and flooring coverings (75 per cent); fish nets (50 per cent).
- (10) Phonographs (70 per cent); juke boxes (95 per cent); pianos \$600 and over, radio-phonograph combinations \$150 and over, and radios \$50 and over (80 per cent); pianos under \$600, radio-phonograph combinations under \$150 and radios under \$50 (50 per cent); records (60 per cent).
- (11) Chandeliers, beads and decorative articles of glass (90 per cent); glassware for table, kitchen and bar (80 per cent); glass jars and coloured glass bottles (50 per cent).
- (12) Watches and clocks (80 per cent).
- (13) Ornamental articles, including artificial flowers and fruits, curios and carvings, Christmas trees, decorations and lights, vases, figures, candlesticks, statuettes, book-ends, picture frames, jewellery boxes, cigarette boxes (95 per cent).
- (14) Cigars (95 per cent); cigarettes and other manufactured tobacco (80 per cent).
- (15) Lard, lard compounds, vegetable oils and fats and margarine (95 per cent).
- (16) Leather boots and shoes (80 per cent); leather slippers, garments, harness and saddles, luggage and other manufactures of leather (90 per cent).
- (17) Oranges and apples (30 per cent); other fresh and frozen fruits (60 per cent); canned or bottled fruits (except for infants), jams and jellies, and dried fruits (80 per cent).
- (18) Potatoes, onions and garlic (40 per cent); other fresh and frozen vegetables (90 per cent); canned beans (no reduction); other canned vegetables (except for infants), and dried or otherwise preserved vegetables (90 per cent).
- (19) All nuts and preparations, including sweets (90 per cent).

- (20) Tea, raw or ground coffee and cocoa beans (50 per cent); cocoa and chocolate, ground or as candy (60 per cent).
- (21) Fresh, frozen and chilled meats (30 per cent); hams (60 per cent); canned beef (50 per cent); other meat, canned, pickled or cured (80 per cent); eggs (70 per cent).
- (22) Butter and cheese (60 per cent); ice cream and ice cream powder (95 per cent).
- (23) Sardines and salmon (no reduction); other fish, fresh frozen, canned, dried, smoked or pickled (80 per cent).
- (24) Quaker oats (30 per cent); grain and grain preparations, including all kinds of flour except wheat, baking products, breakfast foods, macaroni, prepared mixes and starches (80 per cent).
- (25) Rubber boots and shoes, rubber tile flooring, plastic garments, and various manufactures of rubber or plastic (95 per cent).
- (26) All wood, bamboo, rattan, reeds and manufactures of (95 per cent).
- (27) Wallpapers (95 per cent); writing papers (90 per cent); postcards, Christmas cards, gift wrapping papers, pictures, calendars, playing cards, chipboards (Nos. 40 to 70) and boxes (80 per cent).
- (28) All straw, rushes, palm leaf and manufactures (95 per cent).
- (29) Kitchen and table-ware of china or porcelain (50 per cent); jardinières, flower-pots and other decorative objects of china, porcelain, or stoneware, and wall and floor tiles (95 per cent).
- (30) Electric fans and irons (30 per cent); electric refrigerators, freezers, stoves, toasters, cookers and heaters (50 per cent); electric ice-cream freezers and hardeners (60 per cent); electric water coolers and air conditioners up to 3 h.p. (90 per cent); electric egg beaters, fruit squeezers, floor and table lamps (95 per cent).
- (31) Metal house and office furniture (except file cabinets, barber chairs, theatre chairs, medical, dental and hospital equipment), and metal trunks and suitcases (90 per cent); table and kitchen utensils of metal (75 per cent); stoves, ranges, windows and doors of metal (50 per cent).
- (32) Cameras and accessories, motion-picture projectors and accessories (80 per cent); films, except motion-picture films (50 per cent); plates and cut films (25 per cent).
- (33) Cigar and cigarette lighters, chewing gum, denatured alcohol, shells and manufactures, feathers, downs and manufactures, horns, ivory, bone and manufactures, asphalt tiles, linoleum, tiki-tiki, silk screen posters for advertising, crude salt, ash trays, celluloid and bakelite manufactures, furs and manufactures, birds' nests, live animals except work horses for breeding, asbestos roofing, tiles and pipes, motor boats and outboard motors except for commercial purposes, blackboard chalk, mattresses, ladies' fans, coat hangers, waste baskets, cloth rompers, lamp shades, bird-cages, ropes, twines, etc., rubber balloons, wallboards, muriatic acid (95 per cent); candles, mechanical pencils, fountain pens and desk writing sets \$2.50 and over, sugar, molasses, syrups, sweets and candies, biscuits, wool, felt and straw hats, sailing vessels, except for commercial purposes (90 per cent); matches (60 per cent); mechanical pencils, fountain pens and desk writing sets under \$2.50, storage batteries 6 to 12 volts, gas or kerosene refrigerators (50 per cent).

Articles or materials included in the list of restricted imports which are necessary for operation of local industries are not subject to the percentage reduction, but the manufacturer is required to apply for an import permit.

(Editor's Note—Further information respecting the importation of non-essential and luxury articles into the Philippines may be obtained from the Commercial Relations and Foreign Tariffs Division, Department of Trade and Commerce, Ottawa.)

### Swedish Exporters Interested in Canada

Stockholm, December 28, 1949.—(FTS)—Interest in the Canadian market has been indicated by the Swedish Exporters Association, on whose behalf a survey will be made during the early part of next year by Hugo Holmquist, chief of the Anglo-American bureau of the association. Mr. Holmquist is proceeding to Canada on January 21, and will first establish himself in Montreal, later proceeding to Toronto and Western Canada. Mr. Holmquist will also represent the Union of Swedish Wholesalers.

Imports from Canada into Sweden are expected to be approximately Kr.21,000,000 this year, and exports about Kr.11,000,000. Efforts will be made to close this gap, and it is believed that Swedish iron and metal manufactures may prove acceptable in Canada.

# Many Developments Occurred in Jamaica During Past Ten Years

*All likely to have bearing on subsequent history of the Island—Overall impression is one of wartime inflation, followed by recession—Population continues to increase—Years 1939 to 1948 were relatively good for labour.*

By M. B. Palmer, Canadian Government Trade Commissioner

**K**INGSTON.—Important developments occurred in Jamaica between 1939 and 1948, all likely to have a bearing of some consequence on the subsequent history of the Island. Any survey of conditions during this period is essentially a wartime survey, covering seven years of hostilities and the postwar period of partial adjustment. The overall impression is one of wartime inflation, reaching a peak during 1946-47, followed by recession. This movement is reflected in banking, employment and building. As an index of pure inflation, the amount of currency in circulation was multiplied by six between 1938 and 1946, from £500,000 to £3,000,000, though this has since declined to around £2,800,000.

The index of employment (base: 1943 equals 100) rose from 120 for 1945 to 140 for 1946, to 140.6 for 1947 and fell to 133.4 for 1948. The number of building permits reached a maximum of 880 in 1946, dropping to 675 for 1947 and 648 for 1948.

Apart from the foregoing, interest centres around the commercial banks' loans and advances. While those made to industry and agriculture have shown orderly rise, averaging around £2,000,000 in 1944 and about £3,500,000 in 1948, other loans and advances climbed from a 1944 average of £1,500,000 to £5,200,000 in December, 1948. These advances no doubt went to traders and merchants for the financing of stocks, inventories, and time-payment sales. In view of the general shortage of cash that has developed since the years of peak earnings (marked slowing down in real estate trading being a case in point), persistence in such marginal operation might well lead to embarrassment for the trading community should the banks adopt a closer policy of short-term accommodation.

## Local Economy Moving Towards More Stable Level

The local economy is, of course, groping towards a more stable level of activity after the period of shortages, increased incomes, large dollar earnings, and scarce supply. All important series have shown an upward trend during the period under review, as subsequent analysis will reveal. As a consequence the new level, although it will be below the 1946-47 peak, will be substantially above that of the prewar years.

The population of Jamaica continues to increase, advancing from 1,142,800 in 1938 to 1,350,000 in 1948. The computed rate of population growth over the review period was about 1.8 per cent, suggestive of population doubling, under present conditions, in about 40 years.

## National and Per Capita Income

	National	Per Capita
1938 .....	£20,300,000	£17.8
1942 .....	33,300,000	27.1
1943 .....	40,500,000	32.5
1946 .....	63,800,000*	49.2*
1947 .....	70,000,000*	52.7*

\* Estimated.

There is no accurate measure available of the movement of real income over this period. This increase in income is very largely due to price inflation, though there has been some expansion of production. Generally speaking, standards of living have risen. The average wage-earner is better off than he was ten years ago, he has more real goods for his personal use, even though he may have discounted the future too much and may have been too prone to make time-payment contracts at high prices.

The cost of living has risen progressively from an August, 1939, base to 251.78 for December, 1948, falling off to 248.8 for February, 1949. This index, for the working class, was relatively stable between September, 1941, and May, 1946, ranging between 140 and 160 as a result of government subsidies and price control. However, it has since risen rather steeply owing to the withdrawal of most of the subsidies, the removal of many commodities from the list of controlled items and the substitution of sterling area for dollar goods.

The greatest increases took place in clothing and food, the least in rent. Clothing rose to 534 in January of 1949, but fell to 504.9 in February; while food, which was 242 in December, 1948, dropped to 236 in January, climbing back to 238.6 for February, 1949. Rent, which was 145 in December, 1948, rose nearly three points to become 147.42 for February, 1949.

#### Period Was Relatively Good for Labour

Although Jamaica's economic problem continues to be one of employment, the years 1939 to 1948, on the whole, were relatively good years for labour. They were characterized by increased absolute employment mainly provided by overseas opportunities, higher wages, general shortening of hours of work, and intensive union activity.

The wage-earning force increased consistently over the period, and there was an improvement in the percentage employed in factories and workshops.

#### Jamaican Labour Force

	Labour force	Per cent of population	Employed in manufacture	Per cent of labour force
1939 .....	266,300	22.9	8,840	3.3
1943 .....	284,600	22.8	14,082	4.9
1947 .....	303,000	22.8	20,123	6.6

It will be noticed that the ratio of labour force to total population has remained constant at about 23 per cent, a figure that applies to the period as a whole, so that there was absolute rather than relative increase in employment over the last ten years. In short, employment outlets have kept pace with population growth only at a low level of employment. There must be more jobs available and/or a slower rate of population increase in order for the ratio to increase.

For selected industries, 845 establishments in the Kingston vicinity, the index of employment (1943 equals 100) was 140.6 for 1947, falling to 133.4 for 1948, largely due to recession in the tobacco manufacturing industry.

During the years under review, the unemployment situation was relieved by relief works undertaken in the Island, at subsistence rates of pay. Employment on these projects reached a maximum in 1943 when the average number employed monthly was 11,330.

Further relief came from service in the armed forces, some 5,000 men enlisting in the Royal Air Force. Over 9,000 were employed on

the local American base in 1942. Many found employment overseas with American farms and factories, British and Panamanian workshops and factories. This latter development was useful not only from the point of view of income and exchange, but also for the experience and skill acquired by large numbers of workmen.

Those going to United Kingdom munition factories numbered 251. Some 5,000 artisans went to Panama and, over the years 1943-48, about 6,800 workers were admitted to United States factories. Migrant labour on American farms was at a maximum figure of 32,500 in June, 1945, and there were nearly 5,000 in the United States at the end of 1947.

#### **Wages Have Climbed Steeply in Past Two Years**

Wages have climbed more steeply than employment over the last two years and, save for two industries, all have registered increases year by year. The transportation index fell from 143 in 1946 to 127 for 1947 on a 1943 base, but recovered to 141 for 1948, a movement attributable to the reorganization of the industry which took place at that time. Wages in soap and match manufacturing fell from 155 for 1946 to 114 for 1947, resulting from the hurricane destruction of coconut trees in 1944, but recovered to 226 in 1948 to represent the greatest single increase for 1948 over the 1943 base. Lowest rise among the major groups was in public utilities, 142 in 1948, weighted downwards by water (local government), communication and transportation.

Laws passed were in line with the usual legislation enacted elsewhere. Main considerations were minimum wages, hours of work, leave with pay, factory inspection, protection of workers, juvenile labour.

Over the years labour has pressed consistently for improved terms and conditions of employment. Real gains have been made, but there have been many disputes and strikes. Disputes totalled 378 for 1944-48, there being 134 for agriculture, 117 for manufacturing, 61 for transport and communication. The greatest number occurred in 1945 when there were 154 disputes involving 15,600 workers, totalling 238,500 man-days. The greatest number of man-days was lost in 1947, involving 13,400 workers and totalling 258,700 man-days.

Government machinery exists for the purpose of assisting in the settlement of differences. The Labour Department has conciliation officers and encourages the formation of labour-management committees, while the law provides for arbitration and boards of inquiry where circumstances warrant.

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#### **Netherlands to Stimulate Cheese Exports to North America**

The Hague, December 19, 1949.—(FTS)—Efforts are being made to stimulate the exportation of cheese from the Netherlands to North America, and an association to foster this trade will be formed in the near future. The initiative in this connection has been taken by the Association of Cheese Exporters and the Federation of Co-operatives and Dairy Associations. Of 22,728 metric tons exported in 1948, only 128 tons were shipped to North America. During the first nine months of the current calendar year, ninety per cent of the 47,950 tons of cheese exported by this country was shipped to the United States. Exports to Canada were negligible.

The exportation of Dutch cheese to Western Germany, which was prohibited in order to assure domestic supplies and the fulfilment of contracts, will be resumed in the near future.

# Whaling is of First Importance Among Norwegian Industries

*Better organization and improved processing methods have featured the industry in recent years—Whaling is the basis of an important Norwegian oils and fats industry—Production of hardened fats rapidly expanding.*

By S. G. MacDonald, Commercial Secretary for Canada

**O**SLO.—During the past hundred years, whaling has developed into a scientific enterprise for thousands of Norwegians, and it has become an industry of first importance to the nation. Whales were formerly killed by the use of a hand harpoon but, with the development of the harpoon gun by the noted Norwegian whale gunner, Svend Foyn, in the last century, much of the hazard was eliminated, and whaling became "big business". In latter years experiments have been conducted in killing whales by electrocution, and some of the whaling expeditions leaving Norwegian ports during recent months will carry on further experimentation in the South Georgia whaling area during the coming whaling season.

When the area in which the whaling is to be carried out is reached by the whaling factory ship, the whale-catchers or small ships accompanying it spread out into the area searching for their quarry. After the whales are killed, they are towed by the whale-catcher to the whaling factory, where they are hauled aboard for flensing and further processing, as hereinafter described

As decomposition sets in immediately after death, resulting after the lapse of about twenty-four hours in serious deterioration in the quality of the products obtained from the whale, the flensing or cutting up of the whale must be undertaken in order that the blubber may be fed into the boilers on the factory ship as quickly as possible. In earlier years, flensing was carried out while the whale was held alongside the ship; today the modern factory ship is equipped with an open ramp in the stern, through which the whale is hauled on board, and the flensing operations are then carried out on deck with the aid of winches and other mechanical devices.

## **Processing on Factory Ships**

Following the cutting up of the blubber, the boiling process takes place. Efforts are made to separate the viscera, bones and meat from the blubber, but frequently they are boiled together, which necessitates a further separation process. Boilers which combine steam boiling with mechanical treatment today replace the open blubber boilers and closed pressure boilers. After clarification in large containers for periods up to twenty-four hours, the oil passes through centrifuges similar to the familiar dairy separator, although larger, to remove impurities the presence of which seriously impairs keeping qualities. The most modern whaling factories are ships of 20,000 to 25,000 gross tons, which, in addition to being first-class sea-going oil-carrying cargo boats, are in the first rank as manufacturing plants. These ships, although utilizing the most efficient technical methods, have still not yet achieved the standard of the packing-house industry in the utilization of one hundred per cent of the carcase.

During the past thirty years, there have been great production fluctuations in international whaling, as indicated by the following table covering some of the representative years between the two world wars, and subsequent to the latter:

#### Statistics of International Whaling

	No. of whales caught	Barrels of oil produced	No. of shore stations	No. of factory ships	No. of whale- catchers
1920-21 .....	8,448	390,627	6	8	47
1925-26 .....	14,219	783,307	6	15	70
1930-31 .....	40,201	3,608,348	6	41	232
1935-36 .....	30,991	2,436,338	2	24	175
1940-41 .....	16,363	1,100,008	1	11	93
1945-46 .....	13,387	818,652	3	9	93
1948-49 .....	31,123	2,205,608	3	18	211

It will be noted, that in addition to the factory ships, a number of shore stations are maintained. These are on land nearest to the operations of the whaling fleet, and they carry out the same processing operations as on whaling factory ships. In both cases a number of small ships, as already noted, known as whale-catchers, are utilized, varying from five to twelve with each whaling factory or shore station. During the past two seasons, in addition to these specially built whale-catchers, which usually run between 200 and 500 gross tons, some former corvettes operated by the allied navies during the last war have been put into service for the same purpose.

During the season 1948-49, the international whale catch was divided among the participating nations, within the framework of the International Whaling Convention, in the following quantities: Norway, 1,104,000 barrels; Great Britain, 758,000 barrels; Japan, Netherlands, Soviet Union and Argentina together, 344,000 barrels. For the 1949-50 season it is estimated that catches will approximate these figures, in accordance with the equipment held by the respective countries. Canada is not included. Her whaling operations as yet are confined to the Hudson Bay area and off the Queen Charlotte Islands, where the blue whale, which is the prize of the Norwegian whaler, is found in small quantities as compared with the area where international whaling takes place in the Antarctic.

Values in the whaling industry are indicated by prices prevailing in certain years during the past fifteen, as shown in the following table: (Prices are quoted in pounds sterling per ton and apply to No. 1 grade oil.)

#### Comparative Prices of Whale Oil

	Highest		Lowest	
	£	s.	£	s.
1934 .....	12	..	8	10
1940 .....	37	10	23	10
1945 .....	44	15	44	..
1949 .....	100	..	90	..

During the 1948-49 season, most of the British and Norwegian whaling companies secured contracts for the highest figure of £100, resulting in Norwegian companies obtaining returns of something over 300 million kroner (\$60 million). Initial contracts have already been placed with some British and Norwegian companies for the coming season at £80 per ton, and it is expected that this will be the price at which most contracts will be closed for the coming season's production. While this is an important reduction, it still reflects the great world demand for whale oil in the postwar period.

The number of whales is apparently declining, despite restrictions imposed by international conventions. The most recent of these was

that of 1944, which provided that the total catch per season should not exceed 16,000 blue whale units. This convention is the subject of considerable controversy at the present time, due to the fact that Japan and Germany appear to be seriously interested in the whaling field. The ratios for calculating the number of blue whale units represented by the other balean whales covered by the convention have been fixed as follows: 2 finbacks equal 1 blue whale;  $2\frac{1}{2}$  humpbacks equal 1 blue whale; 6 sei whales equal 1 blue whale.

In view of the present international co-operation in the whaling industry, it may be presumed that more stringent restrictions will be agreed upon should the need arise. Norway, as a pioneer in the whaling industry and as the leader in its development, has a particular interest in maintaining this international co-operative regulation.

The bulk of Norwegian production of fats and oils is whale liver, herring and seal oils. The average production figures, in metric tons, for the past twenty years (including whale oil) are as follows:

#### Norwegian Production of Fats and Oils

	Liver Oil from Cod and Related Species M. tons	Liver Oil from Dogfish, Greenland Shark Porbeagle M. tons	Herring Oil M. tons	Seal Oil M. tons	Total M. tons
1926-30 .....	12,000	1,000	12,000	....	25,000
1931-35 .....	11,000	1,500	15,600	2,000	31,000
1936-39 .....	11,000	1,500	22,000	1,800	36,000
1946 .....	13,000	500	14,700	1,000	29,000
1947 .....	15,000	1,200	22,400	1,800	41,000
1948 .....	9,000	2,300	40,000	2,200	53,000

Liver oils are generally produced by steam treatment and separated out by settling. The most recent method, now in general use, involves cutting up livers in fine pieces and applying a heat treatment, with or without water, whereupon, by means of a separator, the oil is recovered. As a result, about 95 per cent of the oil recovered is of medicinal grade. The inferior grades are classified as veterinary liver oils. In addition to the oils from the various fish, as indicated in the foregoing table, others are produced in Norway, of a high vitamin content, from the livers of halibut, tunny and whale. All the usual types of liver oils, after appropriate treatment, are also suitable for use as paint oils and serve as substitutes for linseed oil. During the years since the last war, these oils have been widely used in Norway for this purpose and, although experts do not consider their value to be equal to that of linseed oil in paint manufacture, they have proved to be reasonably good substitutes at a time when it has been necessary for Norway to conserve dollar expenditures, which is the case in so far as linseed and linseed oil are concerned.

In 1945, only a few of the Norwegian herring oil factories were using separators for the recovery of the oil from boiled herring; today they are in universal use, as it has been proven that this method gives a higher yield and a better-keeping oil than separation by settling. Prior to the last war, herring oil and seal oil were mainly used for the production of hardened fat, which serves as raw material for the manufacture of margarine and soap. At the beginning of the war, a process which permits the production of a refined edible oil from herring oil and other marine oils was invented. The main operations in this process are refining, polymerization and deodorization.

During the past fifty years, the production of hardened fats has developed from the laboratory stage into an important industry. The

method of manufacture consists in the addition of hydrogen, by means of a catalyst to the unsaturated bonds in the fatty acid glycerides which form the principal constituents of animal and vegetable oils.

There are two important producers of hardened fats in Norway, the most important being De Nordiske Fabriker (De-No-Fa A/S), which was founded in 1912. One-third of its 3-million kroner capitalization was provided by the German firm Bremen-Besigheimer Celfabriken A/G of Bremen. Originally the annual capacity of the plant was 12,000 to 15,000 tons of hardened fat for technical use. As a result of extensive research work, however, carried out by the company, the fact was established that hardened whale oil with a melting point of about 40° centigrade could be assimilated by the human body to the extent of more than 90 per cent. In consequence, additional installations were necessary on several occasions during the following twenty-five years to increase the capacity of this plant, which in 1935 was finally raised to 100,000 tons annually. The bulk of the output is exported to some forty-one countries throughout the world.

The other Norwegian fat-hardening factory is Sandar Fabrikker A/S of Sandefjord, which was founded in 1935. The manufacturing process used was originally that of a German company. This plant's annual capacity of hardened fat amounts to 20,000 tons, production being from both whale and herring oil. Expansion of the plant to a capacity of 30,000 tons, planned during the war, is now near completion. This includes a new research laboratory for the development of methods for a more thorough utilization of whale products.

The use of herring oil for production of hardened fat is increasing and there has been a great advance in technical processes. In 1920 less than 50 per cent of the herring oil produced in Norway was of a quality suitable for hardening, but by 1928 the quantity that could be so utilized had increased to 90 per cent of production. Furthermore, during the earlier years only 5 per cent of the total herring catch was purchased by herring-oil factories, which increased to 70 per cent by 1938, when the catch had been multiplied nearly threefold.

Paralleling the production of whale oil, Norwegian factory ships have always produced sperm oil, which formerly had rather limited uses. However, in 1940, Jahres Kemiske Fabrikker A/S of Sandefjord, currently the largest producer in this field, undertook production of sperm oil and to find a wider utilization of the product. Due to the war, however, the beginnings made had to be largely suspended, as only the stocks on hand, which totalled some 800 tons, were available. Experiments carried on during the war period, however, proved valuable, as after the 1946 season, when supplies of sperm oil again became available, this factory was producing at full capacity and was gradually able to turn out a number of products of definite value to the textile and leather industries, as well as for utilization in the cosmetic and similar industries, and in the manufacture of candles. Originally the plant was built to treat about 25,000 tons of sperm oil per annum, but as a result of the success of the past four years of operations, extensions are under construction to double this amount.

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#### **National Gift Shows in Canada Scheduled**

The Toronto Gift Show will be held in the King Edward Hotel from February 13 to 16, and the Montreal Gift Show will be held in the Mount Royal Hotel from March 27 to 30.

# France Promotes Economic Unity Between European Countries

*Benelux countries and Italy invited to discuss common economic policy—Complete economic union not proposed at present—Current discussions will clear the way for eventually achieving main objective.*

By J. P. Manion, Commercial Secretary for Canada

PARIS, December 7, 1949.—France is playing a major role in the economic unification of Europe. This was the first country to submit its list of licence-free imports to the Organization for European Economic Co-operation. Following the conclusion of the Benelux agreement, it was the first to propose a similar customs union with Italy, and now it has invited the Benelux countries and Italy to discuss a common economic policy involving all five countries. Negotiations have started with Switzerland and with Western Germany that may result in further co-operation of an economic character. These efforts reflect a changed attitude on the part of the French Government that has already met with some favour.

Complete economic union is not proposed at this time. The new ideas tend towards a relaxation of import controls, a slight reduction of tariffs in specific cases, and monetary co-operation that will possibly result in complete convertibility of the currencies concerned. The premise upon which the present meetings are taking place is that there should be fixed exchange rates among the members, but that these rates should not be made applicable to hard currencies. In other words, further devaluation must be the result of joint decision and not of unilateral action by any one of the associated countries.

There is no doubt that the discussions which have just been begun will be attended with serious difficulties. The Benelux Customs Union, which was to come into effect on January 1, 1950, may be considerably delayed, due to technical difficulties, as may also the Franco-Italian negotiations, which were also expected to become effective on the same date.

## Conclusion of Economic Pact Will be Delayed

If there is delay in establishing bilateral customs unions, there will be a still greater delay in the conclusion of a regional economic pact such as is now being considered. It is probable, therefore, that the current discussions will result only in the elimination of a large number of quotas and licensing formalities and in the formation of an exchange pool. A financial statement will be issued periodically showing the debit or credit position of each of the countries participating in the pool.

It must be borne in mind that ECA authorities have been stressing the necessity for the closest possible intra-European economic integration. The ideal is of course a European Economic Union, but it has become more and more apparent that this very praiseworthy purpose could not be achieved overnight. The idea of regional pacts, as a forerunner, has therefore been advanced by France, which, following the Benelux pattern, had already made some progress in this direction in its negotiations with Italy. The fact that this step-by-step procedure has been favourably received by the United States no doubt encouraged France to undertake the initiative in the current negotiations.

### **Objective of Negotiations Limited**

However, the objective is more limited than newspaper reports have indicated. It is not economic, or even customs, union, but is based on the following premises:

1. Convertibility of currencies on commercial account among member countries. This convertibility is to be restricted, so that joint action would be necessary in arriving at any decision as to any devaluation as against hard currencies.

2. Easing or abolishing present controls affecting financial transactions (current accounts and movement of capital and currency); abolition of most quotas among the member countries; co-ordination of capital investment, and of economic and financial policies.

Discussions have now gone on for several days. They are apparently at a standstill as regards commercial negotiations, but are proving fairly satisfactory from a financial point of view. An official statement will probably be issued in the near future.

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### **Burma Rice Crop Considerably Reduced**

Bombay, December 2, 1949.—(FTS)—Reports from Burma indicate that the rice crop for the 1949-1950 season will be considerably reduced. Only 6,000,000 acres will be under cultivation in this season, in contrast to 10,000,000 acres the previous year. The yield per acre will also be small since cultivation started rather late in the season.

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### **Jean Monnet Will Open Forthcoming Trade Fair**

Jean Monnet, eminent French financial authority, will open the third Canadian International Trade Fair in Toronto next May. In making this announcement, the Right Hon. C. D. Howe, Minister of Trade and Commerce, expressed appreciation of M. Monnet's acceptance of the invitation recently extended to him by the Government of Canada. The first Canadian International Trade Fair was opened by His Excellency the Governor-General, the second by Secretary of Commerce Charles Sawyer, of the United States, and the third will bring to Canada an outstanding European figure.

"The great importance of the Canadian International Trade Fair", Mr. Howe pointed out, "lies in its actual and potential contribution to a greater and better distributed flow of world trade. It is a project which, on that ground, merits the best possible support in business circles both in Canada and abroad. M. Monnet, as Commissioner of the National Economic Council of France, holds a key position in the very centre of European effort to place world trade again on a vigorous self-sustaining basis."

Born in Cognac, France, Jean Monnet achieved distinction during two world wars as a co-ordinator of allied war efforts in Paris, London and Washington. He was Deputy Secretary-General of the League of Nations, 1919-23, playing an important part in the financial stabilization of Austria, Poland and Rumania, and for a period was economic adviser to the Chinese Government. After the liberation of France in 1945, he drew up a five-year program for the reconstruction and modernization of French industry, known as the Monnet Plan. As Commissioner of the Economic Council, he is now responsible for the implementation of this program.

## Marked Downward Trend in Output Of Shark-liver Oil in Argentina

*Number of operating factories declined from 15 in 1944 to five at present—Boats and equipment in poor condition—Prices have declined and purchases have fallen off as a result of foreign currency devaluation—United States only export market.*

By H. E. Lemieux, Assistant Commercial Secretary for Canada

**B**UENOS AIRES, November 23, 1949.—Argentina is an important producer of shark-liver oil, no other fish oil being extracted. This industry grew rapidly between 1935 and 1944 as a result of the foreign demand for vitamin "A" oil. Fifteen factories were operating in 1944, but the number has since been reduced to five, one of them producing about 75 per cent of the total Argentine output.

Production of shark-liver oil is centred in Mar del Plata, some 250 miles from Buenos Aires, where export sales of the product are handled. The only type of shark caught in Argentine coastal waters is known as the "cazon", with an average weight of 26·5 pounds. Its liver yields 35 per cent of high-potency vitamin "A" oil, and this species is the basis of Argentine vitamin "A" production.

There are two shark-fishing seasons in Argentina, each in a different area. The most important catch is taken in the Mar del Plata area, between December and April; the other is taken in southern waters off the Patagonian coast from November to May. During the off-season, from June to September, a limited quantity of low-potency oil, mainly extracted from female sharks, is processed in the Mar del Plata-Necochea district. The local industry estimates that shark fishing normally covers a period of about 150 days in each year. In the past few seasons, fishing crews have found it almost impossible to take worthwhile catches of sharks near Mar del Plata and have gone as far as 60 miles farther south to find adequate fishing grounds.

### **Boats and Equipment in Poor Condition**

The boats and equipment in use at present are somewhat obsolete and inadequately equipped to undertake efficient fishing, but the prospects may not warrant their replacement. These boats are built locally and are easily replaced, though at a considerably higher price. Long lines, gill nets and hooks are old, and fishermen find it difficult to replace them, partly because of their high cost and partly owing to difficulty in importing some of the equipment.

The existing fishing fleet, which could handle 220,000 pounds of fish-liver oil, includes about 100 cabin-type smacks, capable of extending their operations to the Patagonian coastal fishing grounds, and approximately 250 open-type smacks, operating four or five hours' sailing time from Mar del Plata. The crew of each smack numbers seven, and all fishermen work on a co-operative basis as part owner of a smack. Wages of plant workers average 20 pesos a day, plus social benefits amounting to approximately 10 pesos per day. The plant machinery of United States manufacture, is generally up-to-date; inventories of replacement parts are considered satisfactory.

While production of vitamin "A" oil has been steadily declining in the past few years, the following figures are indicative of Argentina's contribution to world production of shark-liver oil:

#### Argentine Production of Vitamin "A" Oil, 1947-49

	Production Trillion Units	Potency Units	Factor
1947 .....	21.0	65,000	2,000
1948 .....	15.0	75,000	2,000
1949 (Estimated) .....	3.5	75,000	2,000

The potential capacity of the plants in operation is estimated at 33.8 trillion units. The standard process of steam-cooking is usually employed. Laboratories are equipped with modern potency and density scales of United States origin. The oil is exported in drums containing approximately 418 pounds net.

The handicaps to operation at full capacity are the scarcity of sharks and the relative indifference of fishermen, who claim that the present world price is unprofitable, neither compensating for overhead expenses nor replacement of smacks and equipment. At any rate, producers are alarmed, and it is well recognized that, unless the present price is increased, production may be considerably reduced.

#### Quality and Potency of Oil High

The quality of Argentine shark-liver oil is considered to be exceptionally good, and its average potency, at 75,000 U.S.P. units per gram, is high. Following are the potency ratings for vitamin "A" oil extracted from shark livers each month during 1948, in units of 1,000; the figures do not vary substantially from one year to another: January, 103; February, 78; March, 70; April, 63; May, 61; June, 60; July, 63; August, 71; September, 86; October, 109; November, 128; December, 143.

The current price paid to Argentine producers is 17 cents for 80,000 potency oil, plus an additional cent for each extra 10,000 units, the current United States price. The recent modification of the Argentine peso exchange rates stimulated exports of fish-liver oils to the United States. Prior to October 3, the exchange rate allowed on such exports was 335.82 pesos per U.S. \$100, whereas the rate now applicable is the preferential "B" rate of 572.86 pesos per U.S. \$100, an increase of about 71 per cent in peso yield if at the same price or, alternatively, allowing a dollar price reduction if peso costs permit. For instance, on October 15, 1948, the United States price was U.S. \$0.32½; a year later, in October, 1949, the price paid by the United States was U.S. \$0.17 per 1,000,000 units of vitamin "A", of 80,000 potency, based on a 2,000 factor, f.o.b. Buenos Aires. The fact that the price has declined heavily is attributable also to the noteworthy revival in production of vitamin "A" oil by Japan, which is offering the product at a price reportedly lower by 4 cents than the current world price.

#### United States is Leading Purchaser

Argentina consumes only 6 per cent of its production or 25,080 pounds of vitamin "A" oil. Consequently, Argentine stocks of fish-liver oil are normally small, and stocks now on hand are estimated at approximately 95 drums of 190 kilograms each, or 39,710 pounds of oil, with an average potency of 75,000 units. The remaining 94 per cent is exported. Under normal conditions, the United States is the principal buyer of Argentine vitamin "A" oil, absorbing about 70 per cent of Argentina's fish-liver oil exports. France normally takes 20 per cent, the remainder going to the

United Kingdom, Sweden and other countries. As a result of the devaluation of the French franc and the pound sterling, purchasing by France and other countries has completely ceased, and the United States is now taking all Argentine fish-liver oil available for export. United States importers require that the Argentine producers supply vitamin "A" oil based on a 1894 factor.

#### Estimated Argentine Exports of Vitamin "A" Oil, 1947-49

	Metric Tons	Countries	Percentage of Total Exports
1947 .....	280	United States	50
		France	35
		Others*	15
1948 .....	200	United States	50
		France	35
		Others	15
1949 .....	50	United States	50
		France	35
		Others	15

\* Chiefly United Kingdom, Sweden, Holland and Denmark. Last purchase made by United Kingdom was in January, 1947, and consisted of 37,620 pounds.

Argentine exporters of shark-liver oil fear the threat of the increasing production of synthetic substitutes, because of the rising costs of fishing and processing in Argentina. In view of the rapid progress in the production of the new low-cost synthetic product, most producers have ceased operations. Producers are turning to fish-canning, particularly of mackerel, which apparently offers better prospects. Fishermen are operating on a marginal profit at best, and it is doubtful whether crews will undertake next season's catch, which is expected to be an all-time low. In the meantime, foreign buying remains stable. The other threat which processors will have to face in the not too distant future is the increasing scarcity of sharks. This year's catch has been alarmingly low, and the government is implementing conservation measures.

#### New Oil Refining Plant Completed in Australia

Melbourne.—(F.T.S.)—Completion of a new oil refining plant at Altona near Melbourne, Victoria, by the Vacuum Oil Company, is an important addition to Australia's industrial growth. Construction on this project was started in October, 1946, and production was commenced in July, 1949. Two hundred acres of land were acquired for this project, of which the existing plant occupies about sixty acres, leaving adequate room for anticipated expansion to keep pace with the country's growing needs.

The total cost of the refinery in its present stage was £A1,000,000, of which over 90 per cent was spent in Australia. It is estimated that the refinery's activities will result in a yearly saving of dollar exchange of some \$1,250,000.

Upwards of 15 million gallons of crude oil will be treated annually, and the principal products will be lubricants, bitumen, diesel fuel oils and petrol. The refinery, however, is essentially designed for the production of lubricating oils and it is anticipated that output will be sufficient to supply 50 per cent of Australia's requirements in the industrial field. Large quantities of bitumen for road making and distillate fuel oil will also be produced. Petrol output at this stage will be small.

Crude oil has not been found in Australia in commercial quantities. However the major oil companies have been spending vast sums on exploration both within the Commonwealth and in New Guinea during recent years and, should their efforts be successful, the Altona unit will no doubt be selected for further expansion.

# 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	292.3
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	2,707.4

## 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	239.6
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	2,547.8

## 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+	+ 55.9
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	+ 186.4

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	104.9	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	56.8
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	655.1

### 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	26.5
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	286.7

### 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+	+ 30.7
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+	+ 372.4

**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	171.3
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	1,343.4

**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	162.7
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	1,800.9

**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	10.9
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	438.5

# Further Port Facilities Needed By Iran To Handle Traffic

*Working capacity of Khorram-shahr and Bandar Shahpur, at head of Persian Gulf, inadequate to meet increasing movement of cargo tonnage—Seven-year-plan expected to stimulate overseas trade—Cargo-handling equipment is specified.*

By G. A. Browne, Canadian Government Trade Commissioner in Karachi

**K**ARACHI, December 8, 1949.—Port development in Iran must keep pace with the increasing cargo tonnage that should materialize under the Seven-Year-Plan that has been evolved. It is expected that 5,000,000 tons of cargo will ultimately pass through ports on the Persian Gulf, though it is unlikely that this figure will be reached during the next seven years. Most of the overseas trade of Iran passes through Khorram-shahr and Bandar Shahpur, the present capacity of which is inadequate for the movement of some 450,000 tons a year. Additional port facilities are required to handle 800,000 tons of cargo a year, as the importation of steel rails, locomotives and other equipment required in the progressive development of the Seven-Year-Plan will impose an additional burden on the existing plant.

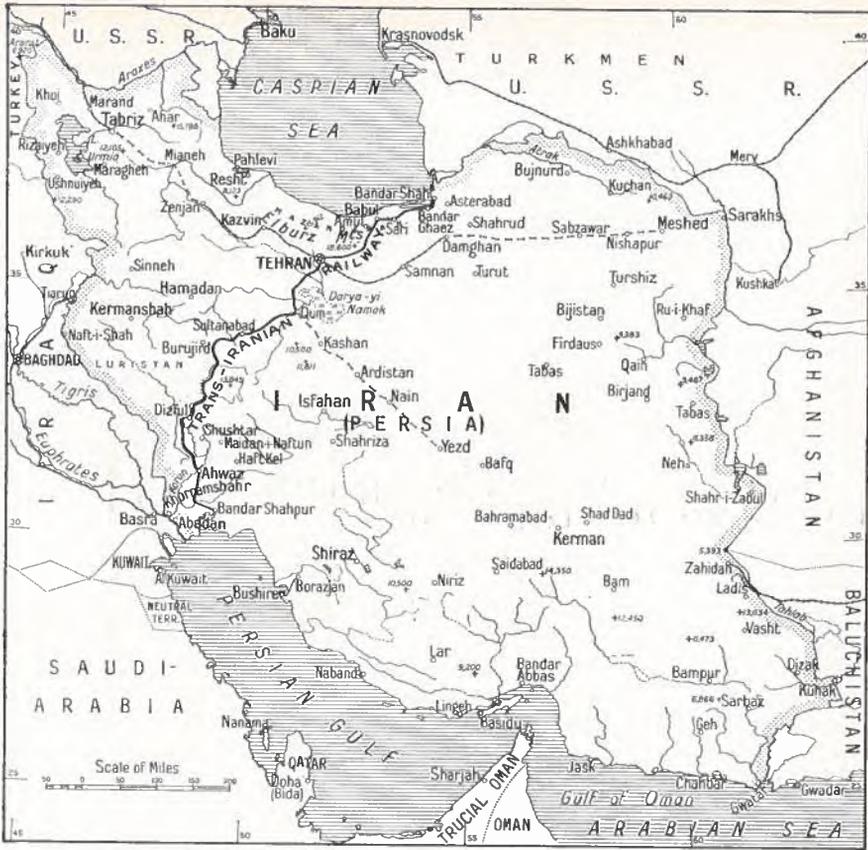
Congestion prevails at Khorram-shahr, the discharge of cargo being delayed and the onward movement to consignees held up. Recent floods in that region have interfered with rail and road transportation, causing further dislocations. No relief can be provided by water transport, as there is no lighterage service to Ahwaz up the Karun River. Conditions at Bandar Shahpur are also unsatisfactory, and will further deteriorate as ships are diverted from Khorram-shahr.

Other ports, such as Bushire, Bandar Abbas and Lingeh, have suffered by reason of the fact that so much of the overseas trade of Iran has been absorbed by Khorram-shahr and Bandar Shahpur. Traffic to and from the provinces of Fars and Kerman passes through Tehran or Ghum instead of being directed to the nearest port. Road conditions to the southern ports have contributed to the decline in their efficiency, and a reduction in the population along the coast presents a further problem.

## Limited Funds Provided Under Plan

The proposed allocation of Rs.250,000,000 for port development under the Seven-Year-Plan will provide little more than badly needed maintenance, for the initial training of Iranian personnel, for the establishment of a port and inland waterways administration, and for certain urgent improvements.

It has been recommended that the following mechanical equipment be provided to meet the cargo-handling requirements at Khorram-Shahr: Six two-ton mobile cranes, ten two-ton fork-lift trucks, 1,000 steel pallets, three diesel switching locomotives, four Fordson-type tractors, sixteen two-ton trailers, and four two-ton diesel platform trucks. Additional transit sheds, of light steel construction, are also required. Some 10,000 metres of new railroad track and 13,000 metres of asphalt road will be needed to serve the transit sheds, while grading and concreting operations over an area of 100,000 square metres have also been recommended,



Courtesy Canadian Geographical Society.

in order that the mechanical equipment can be handled effectively. It is estimated that the cost of these improvements will amount to Rs.93,050,000, of which Rs.69,510,000 will be for foreign exchange.

Bandar Shahpur is about 75 kilometres from the entrance to Khor Musa, a tidal inlet of the Persian Gulf. A standard-gauge single track railroad from Ahwaz connects the port with the Iranian State Railways' main line. Four ships may anchor at the entrance to Khor Musa, where the depth of water is between 18 and 30 metres, and several more ships may anchor in Khor Musa. Spare parts and maintenance facilities are required for the buoys and lights. Acetylene is in short supply.

When the consignee produces a bill of lading and customs clearances, delivery to cars is made by customs labour, but Iranian State Railways' labour loads and stows the cargo in cars. Customs authorities are responsible for the safe custody of cargo, examination and clearance to Ahwaz or Tehran. Army guards in the port area prevent pilferage.

Warehouses are full of cargo, including government wheat in bags, and the transit area is stacked with cargo, such as steel rods, bars, crates of glass, packages of paper, old aircraft tires, bales and crates of machinery. Few sheets are in use, but dunnage is used where necessary. The Director of Customs maintains that the congestion cannot be attributed to his organization, which is fully adequate to meet requirements.

It is recommended that the following mechanical equipment be provided for the port of Bandar Shahpur: Six two-ton diesel mobile cranes,

ten two-ton fork-lift diesel trucks, 2,000 steel pallets, four Fordson-type tractors, sixteen two-ton trailers, four two-ton diesel platform trucks and three diesel switching locomotives. A working capacity of 1,000,000 tons a year is anticipated for this port.

Bandar Abbas, which formerly handled the overseas trade for eastern Iran, has suffered through the development of the rail-served port of Khorram-shahr, the poor condition of the road to Kerman, and the centralization of trade in Tehran. Thirty ocean-going ships called at this port last year, and much traffic was handled by dhows trading with other ports of the Persian Gulf. Most of the legitimate imports consisted of sugar and tea for government account. Labour is reported adequate, and villagers would be attracted to the port with a revival in trade. With present facilities, it is estimated that the port could handle 60,000 tons a year. Additional facilities, which could be provided at an estimated cost of Rls.27,430,000, would increase the capacity of Bandar Abbas to 100,000 tons per annum. However, it is essential that the road to Kerman and Lars be improved if the development of this port is undertaken.

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#### Mineral Production in Southern Rhodesia Increased

Mineral output in Southern Rhodesia during August was valued at £ 901,494, an increase of slightly more than £ 1,000, as compared with July. Total production in the first eight months of this year was, however, over 21½ per cent greater than in 1948, the comparable figures being respectively £ 7,107,231 and £ 5,849,464. Higher output values for asbestos, gold and coal were the main factors contributing to the higher total.

Gold production decreased in August as compared with July, output falling to 44,682 ounces, valued at £ 385,384, from 45,443 ounces, valued at £ 391,949. Total output in the first eight months of the current year, however, at 358,802 ounces, valued at £ 3,094,675, was nearly six per cent greater than the comparable 1948 figure of 338,897 ounces, valued at £ 2,922,984.

Output of asbestos increased slightly in August to 6,651 tons valued at £ 333,336 from 6,410 tons valued at £ 329,490 in July. Total production in the current year has, however, been at a somewhat higher level than in 1948, the comparable January-August figures being respectively 53,265 tons valued at £ 2,653,555, and 46,554 tons valued at £ 1,706,730.

Chrome ore output in August decreased to 21,571 tons, valued at £ 79,848, from 22,485 tons, valued at £ 83,298 in July. Total output during January-August this year has not, however, reached the 1948 level, the comparable figures being respectively 166,804 tons and 173,149 tons. Higher prices, on the other hand, have caused the value of this year's production to reach £ 609,293, as against £ 557,862 in 1948.

Slightly more coal was raised in August than in July, output rising to 182,490 tons from 181,630 tons. Total production in the first eight months of this year amounted to 1,380,431 tons, valued at £ 602,489, an increase of nearly 14 per cent compared with 1,213,577 tons, valued at £ 467,312, in the same period in 1948.

Total output of block mica in August was 4,579 tons, valued at £ 3, 056. The January-August total was 74,137 tons, valued at £ 38,995, as compared with 212,294 tons valued at £ 89,259 in 1948.

Other August mineral and metal production was valued at £ 12,201. —(*Southern Rhodesia Statistical Bulletin*)

# Western Samoan Economy Based On Exports of Agricultural Items

*Principal exports are copra, cocoa and bananas—Exports, imports and prices subject to control regulations—Prosperous conditions continued in 1948-49.*

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

WELLINGTON, New Zealand.—Western Samoa and its Polynesian population depend on an agricultural economy, the principal exports consisting of copra, cocoa and bananas. Desiccated coconut may be classed as a secondary industry, and there are useful forest resources. Two small sawmills are operated, but their output is only sufficient to satisfy the local market. Much of the land under cultivation is used for growing taro, bananas and other foodstuffs required for subsistence. Pigs and poultry are raised for local consumption and form an essential part of the diet at feasts in honour of visitors. Coconuts, which contribute substantially to the domestic needs of the people, are more important as the source of copra.

Bananas have been cultivated extensively in recent years. The proportion of the total output originating in European plantations declined from 41 per cent in 1937 to almost zero during the war, rising again to 12 per cent in 1946. With an improvement in roadways, new land has been made available for the cultivation of bananas. The lack of shipping facilities to New Zealand, which provides the only market for this product, has prevented further expansion. Dried bananas had an effect on the industry for a time, as the drying process is simple, and the product is less bulky than the raw fruit. However, there has been a return of fresh fruits to the market and production of the dried variety has ceased.

## Exports, Imports and Prices Controlled

Since 1942 copra has been sold under contract to the British Ministry of Food, which took the entire output of the territory. By special agreement, a portion of the crop was released from time to time for sale to other purchasers. During 1948, important changes were made in the system of marketing copra. The contract with the British Ministry of Food expired on December 31, 1948, and a revision of procedure was desired whereby Western Samoa could negotiate the new contract price instead of the New Zealand Government and also establish a stabilization fund to provide a measure of protection for merchants and producers against fluctuations in prices.

A Copra Board was established, composed of the Secretary of Administration, three representatives of Samoan producers, one of European producers, one of the copra exporting interests, one of the copra buying interests and the treasurer of Western Samoa. This board has the sole right to export copra, but the former exporting firms continue to handle the product and load it on board ship.

A new nine-year contract has been made with the British Ministry, but certain details have still to be worked out before the contract is signed.

Price control is still maintained over foodstuffs and other essentials on the basis of profit margins at September 3, 1939. The government has

maintained the machinery for exchange control, import and export control which were introduced during the war. The system of export licensing serves to protect existing contracts for the purchase of Samoan produce and to maintain control, in the interest of the territory, over foreign exchange earnings.

#### Budget Surplus Recorded for 1948

Public revenue reached a total of £500,338 in 1948, and payments totalled £464,520, leaving a surplus for the year of £35,818. The total accumulated cash surplus of the territory at the end of 1948 was £642,973, of which £554,050 was invested in New Zealand Government inscribed stock.

In August, 1948, New Zealand currency was revalued in relation to sterling, the exchange rate of £N.Z.125 to £100 sterling, which had been in effect since 1934, being altered to bring the New Zealand pound back to parity with sterling. The change, as expected, was attended with some difficulties in the territory. In particular, copra-buyers found themselves with large stocks which they had bought from growers at prices based on the assumption that the exchange rate would remain unaltered. The advantages resulting from the changed rate became apparent more slowly but, by the end of the financial year, the retail price of many imported goods had begun to fall.

The purchase of foreign exchange is controlled by the Western Samoa Exchange Control Regulations, 1948.

The territory is fortunate in being an earner of hard currencies, mainly from the export of cocoa to the United States. As a result, funds have been available to meet the ordinary commercial demand for American and Canadian dollars as well as for other currencies.

#### Prosperous Conditions Continued in 1948-49

The year 1948-49 was one of continuing prosperity for the territory, although there were clear signs that the postwar boom had passed its peak. Towards the end of the year there was a sharp reduction in the price of cocoa. As was expected, imports did not respond immediately to the decline in the value of exports. The value of imports in the calendar year 1948, at £962,028, was £38,355 above that for 1947, whereas exports, at £1,108,258, were down by £243,512.

#### Imports Into Samoa, by Countries

	1947	1948
New Zealand .....	£ 289,892	£ 380,149
Australia .....	133,396	102,958
United Kingdom .....	120,671	110,488
CANADA .....	98,701	123,539
Fiji .....	23,338	38,605
India .....	12,927	32,154
United States .....	224,890	127,652
Other countries .....	19,958	45,483
Total .....	£ 923,773	£ 962,028

#### Exports from Samoa, by Countries

	1947	1948
New Zealand .....	£ 363,120	£ 255,550
Australia .....	13,808	34,511
United Kingdom .....	671,558	597,185
CANADA .....	245	51,638
United States .....	299,803	167,067
Other countries .....	3,236	2,307
Total .....	£ 1,351,770	£ 1,108,258

### Quantities and Values of Principal Exports

	1947		1948	
	Tons	£	Tons	£
Copra .....	18,181	722,272	14,178	584,062
Cocoa beans .....	2,378	448,794	1,630	369,492
Rubber .....	25½	3,941	.....	.....
Desiccated coconut .....	615½	79,249	510	71,424
Dried bananas .....	83¾	18,851	20	4,585
	Cases		Cases	
Bananas .....	101,754	70,317	99,507	69,004

Export figures for 1948 show a slight decline, particularly in respect of cocoa, bananas, rubber and desiccated coconut.

*Cocoa.*—The decline in the export of cocoa has resulted from a substantial portion of the crop remaining unshipped at the end of the year. Although purchasing countries have taken up their allocations, there is some reluctance to purchase in view of the downward trend in the world price of cocoa.

*Bananas.*—The decline in exports of bananas resulted from storm damage to the trees during the earlier part of the year.

*Rubber.*—The world price of rubber has fallen to a point where production in the territory is at present uneconomic, although the policy is to keep the plantations in such a condition as to permit of tapping being resumed as soon as the price rises.

*Desiccated Coconut.*—The decrease in the production of desiccated coconut was due to some of the plant, much of which was more or less improvised, becoming defective. Orders for up-to-date machinery have been placed and, when it is received, it is expected that production will be substantially increased.

#### Australia Increasing Exports to Japan

Sydney, N.S.W., December 26, 1949.—(F.T.S.)—Australia expects to supply Japan with goods valued at approximately £7,500,000 during the coming year, as compared with £6,200,000 in 1948-49, the increase being attributed to provisions of the new trade arrangement between Occupied Japan and certain sterling countries. There will be little change in the pattern of the trade last year, when Australia supplied wool to the value of £4,500,000, cereals to the value of £1,400,000 and lesser quantities of dried milk, hides and skins, trocus and pearl shell, lanolin and horns and hooves.

Australia's share of the sterling area purchase program has been set at £6,200,000, as against £3,800,000 last year. This will enable Australia to buy only those commodities classed as essentials, and excludes those regarded as "desirables". The principal commodities to be obtained by Australia from Japan include metals and metal products, rayon, timber, silk, machinery and insulators. Import licences have already been granted for most of the commodities covered by the agreement, this being done in anticipation of a successful outcome of the negotiations and at the old rate of exchange. By this action, Australia hopes to obtain early delivery of steel products, copper, timber, insulators, chemicals and certain essential textiles, which are not readily available in soft-currency countries.

The president of the Housewives' Association of New South Wales is reported to have said that the association would boycott all Japanese goods imported into Australia. As against this, a leading importer expressed the opinion that Australia should forget the understandable moral objection to the purchase of Japanese goods, which should not stand in the way of a trade that is an economic necessity for Australia.



## Trade Fair News

Information of particular interest to firms planning participation in the Canadian International Trade Fair, being held in Toronto from May 29 to June 9, 1950, will be published from week to week in this column.

New exhibitors who will be showing the regional products of all the Canadian provinces for the first time is the immediate result of the nationwide network of Trade Fair Committees, organized in December in each of the ten provinces, on a regional basis. Private business interests and local organizations are strongly represented, together with the trade development departments of the various provincial governments, to insure that every part of Canada shares to the fullest possible extent in the trade promotion possibilities at the trade fair. One effect is expected to be reflected in the increased attendance of Canadian business visitors. Special trains to the trade fair from the Maritimes and the West have already been projected.

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Typical of the composite exhibits will be displays of potatoes, lobsters and oysters from Prince Edward Island, combined exhibits by Alberta food producers and packers, and co-operative participation of fish canners and lumber interests of the West Coast. Thus, for the first time, it is expected that the whole range of Canadian productivity will be shown in sufficient variety and volume to insure favourable comparison with the increased international representation which will be evident in 1950. Also in evidence for the first time will be the informational exhibits of provincial governments, public utilities and service organizations (such as banks and transportation companies), connected with Canada's foreign and domestic trade.

\* \* \* \*

Awakened interest in the United States in trade fairs augurs well for the attendance of American business visitors in Toronto this summer. If the Canadian Trade Fair should prove to be a bellwether to encourage increased imports from dollar-short countries to North America, and stimulate the successful establishment of similar events in the United States, it will have fulfilled a useful function for international trade. A recent headline in the New York *Herald-Tribune*, "U. S. Cities to Emulate Canada in European Type Trade Fairs", is evidence that Canadian initiative in this respect may soon bear fruit south of the border.

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The revaluation of currencies last September is undoubtedly responsible for much of the increased interest from both exhibitors and business visitors in the 1950 Trade Fair. Exhibitors will be exploring new export opportunities, and businessmen from every country will be comparing world products and prices to see where their money buys the most. The 1950 Canadian International Trade Fair will provide the answers to many of the questions which are now uppermost in the minds of buyers, sellers and producers the world over.

\* \* \* \*

The following is a brief résumé of advices received at this early date concerning the nature of some of the exhibits to be displayed. For convenient reference, they are listed according to trade classification.

*Textiles, Apparel and Accessories.*—Canada will offer a full range of textiles, with one exhibitor showing more than 100 different items, as well as men's and women's hosiery. One display of diamond socks will be accompanied by working exhibit of new-type knitting machine on which they are made. Czechoslovakia returns with full range of textiles. United Kingdom will be back in full force. One manufacturer of rayon prints and painted rayons will show a new line designed specially for Canadian market, which they were unable to produce in time for 1949 fair. National wool textile group will again present composite display. British wool and cotton interlocking outerwear and underwear will be displayed. Hong Kong will show oriental embroideries and lingerie. Australia will display wool and manufactured woollens, as well as knit goods, and claims much cheaper prices resulting from revaluation. France has reserved space for composite exhibit, including textile products and lingeries. It is expected that famous "high fashion" dresses, draperies and tapestries will also be exhibited.

*Jewellery.*—A composite display of 3,120 square feet has been arranged by the British Jewellery and Silverware Council, representing approximately 100 jewellers, and will show everything from costume jewellery to flat silver and fine jewellery. Another United Kingdom display will feature genuine antique silver. French firms will have composite display of costume jewellery and religious articles.

*Leather, Leather Goods, Footwear.*—Spain will be exhibiting for first time with bags, luggage, jewel boxes, sewing baskets, desk sets, etc. Canada is showing shoe leathers, handbag leathers, suede, etc. France will display leather fashion accessories, gloves, handbags, shoes, etc.

*Chemicals, Radium.*—Early reservations received only from Canada, include a full range of industrial chemicals, acids, fertilizers, fungicides, insecticides, etc. However, medicinal chemicals and industrial chemicals are known to be coming from two European countries.

*Drugs and Druggists' Supplies.*—Cosmetics and perfumes from France will be on display. Great Britain, Germany, Yugoslavia and Canada will be represented in this category, and probably the United States.

*Smokers' Accessories.*—Canadian tobaccos, Italian cigarette holders, leather cigarette cases, ash trays, etc., will be shown. This group is normally a rather small classification, since so many of the smokers' accessories are displayed under other categories, such as leather goods, jewellery and household furnishings.

*Recreational Products.*—Great Britain will show five models of dolls, as well as dolls' perambulators, scooters, etc. The Chad Valley Company will return with games, toys and mechanical toys. Belgian sporting goods and French sporting guns will also be exhibited.

*Food and Beverages.*—Heavier and more varied food displays will be displayed this year. Fish and canned foods from Maritime provinces and British Columbia, meat products from Alberta, potatoes and seed potatoes will be on hand. Cheese from Denmark and delicacies from Europe will be shown. Beverages from many countries, products of leading brewers and distillers will be shown. A new addition will be wines and liquors from France. This section will have much greater representation of food products from more countries, such as Australia, South Africa, Denmark, France, including staples such as dried fruits and fruit juice concentrates, and specialties too numerous to mention. Last year's varied displays of beer, wine, and spirits will be shown again, with additions, but the overall impression will be the greater proportion of solid and staple food products.

# Trade and Tariff Regulations

## Philippines Cancels Control of Wheat Flour Imports

Manila, January 7, 1950.—(FTS)—Import controls and quotas for wheat flour, as announced in the December 17, 1949, issue of *Foreign Trade*, have been cancelled. The net effect, therefore, is to return this commodity to the same status it occupied prior to December 1, 1949, the effective date for the imposition of controls.

## India Increases Import Duties for Aluminum

Bombay, December 29, 1949.—(FTS)—Effective December 4, 1949, the Indian import duty on aluminum plates, sheets, circles, strips and foil, including foil in any form or size ordinarily used as parts and fittings of tea-chests, was increased from 30 per cent ad valorem to 30 per cent ad valorem, plus 121 rupees per ton. The duty on aluminum in any crude form, including ingots, bars, blocks, slabs, billets, shorts and pellets, was increased from 30 per cent ad valorem to 30 per cent ad valorem plus 328 rupees per ton. (Editor's Note—One ton equals 2,240 pounds.)

## Certain Duties Reimposed by Benelux Countries

Brussels, December 28, 1949.—(FTS)—The Benelux countries, Belgium, the Netherlands and Luxembourg, will continue to suspend or reduce temporarily customs duties on certain commodities, effective January 1, 1950, according to a Belgian Decree of December 7, 1949.

Among the items concerned, the following are of special interest to Canada: Canned salmon and wood simply sawn lengthwise (duty suspended until December 31, 1950), and new bags or sacks for packing of jute fabrics (reduced from 18 per cent ad valorem to 10 per cent until December 31, 1950).

Most of the duties, which were either suspended or reduced until the end of 1949, are now reimposed, and include the following:

	Present duty Per cent
Fresh, salted, dried or cooked meat .....	ad valorem 12
Canned meats .....	ad valorem 30
Cheese .....	ad valorem 15
Wheat flour .....	ad valorem 3
Linseed oil, crude .....	ad valorem 5
Linseed oil, other .....	ad valorem 10
Veneering sheets .....	ad valorem 6
Bicycle parts: derailleurs, change-speed hubs and back-pedal brake hubs .....	ad valorem 10
Bicycle parts, other .....	ad valorem 12
Bags and sacks for packing of fabrics other than jute .....	ad valorem 18

(Editor's Note—See *Foreign Trade* of January 24, 1948, and February 19, 1949, for the suspensions and reductions in effect during the years 1948 and 1949.)

## DATA FOR EXPORTERS COMPILED

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



## Ocean-Going Sailing Schedules

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

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

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

### DEPARTURES FROM HALIFAX

\* Calls at Saint John.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Aden—</b> Port Aden.....	February 15-19	<i>Adrastus</i>	Cunard Donaldson
<b>Africa—South and East—</b> Cape Town..... Port Elizabeth..... East London..... Durban.....	January 25	<i>A Ship</i>	March Shipping
<b>Argentina—</b> Buenos Aires.....	February 7-11	<i>Bowgran</i>	Cunard Donaldson
<b>Brazil—</b> Rio de Janeiro..... Santos.....	February 7-11	<i>Bowgran</i>	[Cunard Donaldson
<b>China—</b> Shanghai.....	February 10-15	<i>A Ship</i>	March Shipping
<b>Colombia—</b> Barranquilla.....	{ January 20-28 February 6-9	* <i>Svaneholm</i> * <i>Vigor</i>	Swedish American Swedish American
<b>Cuba—</b> Havana.....	February 9-13	* <i>Tunaholm</i>	Swedish American
<b>Egypt—</b> Alexandria..... Port Said..... Suez.....	February 15-19	<i>Adrastus</i>	Cunard Donaldson
<b>French Indo-China—</b> Saigon.....	January 23-28	<i>Gertrude Maersk</i>	Robert Reford
Saigon..... Haiphong.....	February 2-6 February 10-14	<i>Steel Vendor</i> <i>Steel Traveller</i>	Isthmian Steamships Isthmian Steamships
<b>Hong Kong.....</b>	{ January 23-28 January 27-31 February 2-6 February 10-14	<i>Gertrude Maersk</i> <i>Agamemnon</i> <i>Steel Vendor</i> <i>Steel Traveller</i>	Robert Reford Cunard Donaldson Isthmian Steamships Isthmian Steamships

DEPARTURES FROM HALIFAX—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>India—</b>			
Bombay.....	February 10-15	<i>A Ship</i>	March Shipping
Madras.....			
Calcutta.....			
<b>Indonesia—</b>			
Batavia.....	Jan. 28-Feb. 2	<i>St. Augustine Victory</i>	Isthmian Steamships
Soengei-Gerong.....			
Soerabaya.....			
Belawan-Deli.....			
Batavia.....	February 2-6	<i>Steel Vendor</i>	Isthmian Steamships
Belawan-Deli.....	February 10-14	<i>Steel Traveller</i>	Isthmian Steamships
Batavia.....	February 15-19	<i>Adrastus</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Cheribon.....			
<b>Israel—</b>			
Tel-Aviv.....	Jan. 28-Feb. 2	<i>At. Augustine Victory</i>	Isthmian Steamships
Haifa.....			
<b>Japan—</b>			
Keelung.....	January 23-28	<i>Gertrude Maersk</i>	Robert Reford
<b>Malaya—</b>			
Penang.....	January 23-28	<i>Gertrude Maersk</i>	Robert Reford
Port Swettenham.....	Jan. 29-Feb. 2	<i>St. Augustine Victory</i>	Isthmian Steamships
	February 2-6	<i>Steel Vendor</i>	Isthmian Steamships
	February 10-14	<i>Steel Traveller</i>	Isthmian Steamships
	February 15-19	<i>Adrastus</i>	Cunard Donaldson
<b>Mexico—</b>			
Veracruz.....	February 9-13	<i>*Tunaholm</i>	Swedish American
Tampico.....			
<b>Netherlands</b>			
Antilles—	January 20-28	<i>*Svaneholm</i>	Swedish American
Willemstad.....	February 6-9	<i>*Vigor</i>	Swedish American
<b>Pakistan—</b>			
Karachi.....	February 10-15	<i>A Ship</i>	March Shipping
<b>Philippines—</b>			
Manila.....	January 23-28	<i>Gertrude Maersk</i>	Robert Reford
Iloilo.....	January 27-31	<i>Agamemnon</i>	Cunard Donaldson
Cebu.....			
Manila.....	February 2-6	<i>Steel Vendor</i>	Isthmian Steamships
	February 6-9	<i>Steel Traveller</i>	Isthmian Steamships
<b>Puerto Rico—</b>			
San Juan.....	January 20-28	<i>*Svaneholm</i>	Swedish American
	February 6-9	<i>*Vigor</i>	Swedish American
	January 23-28	<i>Gertrude Maersk</i>	Robert Reford
	Jan. 29-Feb. 2	<i>St. Augustine Victory</i>	Isthmian Steamships
<b>Singapore.....</b>	February 2-6	<i>Steel Vendor</i>	Isthmian Steamships
	February 10-14	<i>Steel Traveller</i>	Isthmian Steamships
	February 15-19	<i>Adrastus</i>	Cunard Donaldson
<b>Thailand—</b>			
Bangkok.....	January 23-28	<i>Gertrude Maersk</i>	Robert Reford
	February 2-6	<i>Steel Vendor</i>	Isthmian Steamships
	February 10-14	<i>Steel Traveller</i>	Isthmian Steamships
<b>United Kingdom—</b>			
Avonmouth.....	January 26-31	<i>Wells City</i>	Furness Withy
Swansea.....			
Leith.....	January 24-28	<i>Cairnavon</i>	Furness Withy
Newcastle.....			
Hull.....	Jan. 29-Feb. 2	<i>Bassano (r)</i>	McLean Kennedy

**DEPARTURES FROM HALIFAX—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Con.	{ January 23-28	<i>Seaboard Trader</i>	March Shipping
Liverpool .....	{ February 4-9	<i>Newfoundland</i> (r)	Furness Withy
	{ February 22-27	<i>Nova Scotia</i> (r)	Furness Withy
	{ February 26	<i>Franconia</i> (r)	Cunard Donaldson
London .....	{ February 4-9	<i>Samaria</i> (r)	Cunard Donaldson
<b>Uruguay—</b>			
Montevideo .....	February 7-11	<i>Bowgran</i>	Cunard Donaldson
<b>Venezuela—</b>			
La Guaira .....	{ January 20-28	* <i>Svanholm</i>	Swedish American
Maracaibo .....	{ February 6-9	* <i>Vigor</i>	Swedish American
Puerto Cabello .....			
<b>West Indies—</b>			
Antigua .....			
Barbados .....			
Bermuda .....			
British Guiana .....	{ Jan. 26-Feb. 5	<i>A Ship</i>	Alcoa Steamships
Dominica .....	{ February 1-7	* <i>Lady Rodney</i> (r)	Canadian National
Grenada .....	{ February 9-19	<i>A Ship</i>	Alcoa Steamships
Montserrat .....	{ February 18-24	* <i>Lady Nelson</i> (r)	Canadian National
St. Kitts .....	{ March 2-9	* <i>Canadian Challenger</i>	Canadian National
St. Lucia .....			
St. Vincent .....			
Trinidad .....			
Jamaica .....	{ January 31	<i>Canadian Cruiser</i>	Canadian National
Bahamas .....	{ February 14	<i>Canadian Constructor</i>	Canadian National
	{ February 28	<i>Canadian Cruiser</i>	Canadian National

**DEPARTURES FROM SAINT JOHN**

\* Calls at Halifax.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa—South and East—</b>			
Cape Town .....	{ January 28	<i>Thorstrand</i>	Kerr Steamships
Port Elizabeth .....	{ January 30	<i>Sagaland</i>	Shipping Limited
East London .....	{ February 5-14	<i>Cambray</i>	Elder Dempster
Durban .....	{ February 20	<i>Thorshall</i>	Kerr Steamships
Lourenço Marques ..	{ March 5-14	<i>Cargill</i>	Elder Dempster
Beira .....	{ March 20	<i>Thorsisle</i>	Kerr Steamships
Mombasa .....	{ January 28	<i>Thorstrand</i>	Kerr Steamships
	{ February 20	<i>Thorshall</i>	Kerr Steamships
	{ March 20	<i>Thorsisle</i>	Kerr Steamships
<b>Belgium—</b>			
Antwerp .....	{ February 1-4	<i>Rouen</i>	Furness Withy
	{ February 5	* <i>Beavercove</i> (r)	Canadian Pacific
	{ February 6	<i>Prins Philips Willem</i>	Shipping Limited
	{ February 9	<i>Beaverglen</i> (r)	Canadian Pacific
	{ February 9-15	<i>Wanstead</i>	Cunard Donaldson
	{ February 15	* <i>Beaverlake</i> (r)	Canadian Pacific
	{ February 18	<i>Prins Alexander</i>	Shipping Limited
	{ March 5	* <i>Beaverdell</i> (r)	Canadian Pacific
<b>Colombia—</b>			
Barranquilla .....	January 27-28	* <i>A Ship</i>	Saguenay Terminals
<b>Cuba—</b>			
Havana .....	February 3-8	* <i>Eika</i>	Federal Commerce
<b>Dominican Republic—</b>			
Ciudad Trujillo .....	January 27-28	* <i>A Ship</i>	Saguenay Terminals

DEPARTURES FROM SAINT JOHN—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>France—</b> Le Havre.....	{ February 1-4 February 6 February 18	<i>Rouen</i> <i>Prins Philips Willem</i> <i>Prins Alexander</i>	Furness Withy Shipping Limited Shipping Limited
Marseilles.....	{ Jan. 30—Feb. 4 February 14-17	<i>Capo Vita</i> <i>Capo Arma</i>	Furness Withy Furness Withy
<b>Germany—</b> Hamburg.....	{ February 6 February 9-15 February 18	<i>Prins Philips Willem</i> <i>Wanstead</i> <i>Prins Alexander</i>	Shipping Limited Cunard Donaldson Shipping Limited
<b>Ireland—</b> Dublin.....	February 10-14	<i>Inishowen Head</i>	McLean Kennedy
<b>Italy—</b> Genoa.....	January 20-27	<i>Maria Paolini G.</i>	Montreal Shipping
West Coast Ports...	{ Jan. 30—Feb. 4 February 14-17	<i>Capo Vita</i> <i>Capo Arma</i>	Furness Withy Furness Withy
<b>Mediterranean—</b> Western and Central Areas.....	January 20-27	<i>Maria Paolini G.</i>	Montreal Shipping
<b>Mexico—</b> Veracruz.....	February 3-8	* <i>Eika</i>	Federal Commerce
<b>Netherlands Antilles—</b> Curaçao..... Aruba.....	January 27-28	* <i>A Ship</i>	Saguenay Terminals
<b>Netherlands—</b> Amsterdam..... Rotterdam.....	{ February 6 February 9-15 February 18	<i>Prins Philips Willem</i> <i>Wanstead</i> <i>Prins Alexander</i>	Shipping Limited Cunard Donaldson Shipping Limited
<b>Northern Ireland—</b> Belfast.....	{ February 1-5 February 22-26	<i>Fanad Head</i> <i>Ramore Head</i>	McLean Kennedy McLean Kennedy
<b>Portugal—</b> Lisbon.....	January 20-27	<i>Maria Paolini G.</i>	Montreal Shipping
<b>United Kingdom—</b> Avonmouth.....	{ Jan. 30—Feb. 6 February 11-17 February 20-27	<i>Moveria (r)</i> <i>Dorelian (r)</i> <i>Delikian (r)</i>	Cunard Donaldson Cunard Donaldson Cunard Donaldson
Glasgow.....	{ Jan. 30—Feb. 6 February 11-17	<i>Salacia (r)</i> <i>Norwegian</i>	Cunard Donaldson Cunard Donaldson
Hull.....	February 10-13	<i>Consuelo (r)</i>	McLean Kennedy
Leith..... Newcastle.....	February 9-14	<i>Cairnesk</i>	Furness Withy
Liverpool.....	{ January 20-26 February 5 February 8-15 February 15 Feb. 27—Mar. 3 February 24 March 1 March 15 March 29	<i>Arabia (r)</i> * <i>Beaverford</i> <i>Vandalia</i> * <i>Empress of France (r)</i> * <i>Arabia (r)</i> * <i>Beaverburn</i> * <i>Empress of Canada (r)</i> * <i>Empress of France (r)</i> * <i>Empress of Canada (r)</i>	Cunard Donaldson Canadian Pacific Cunard Donaldson Canadian Pacific Cunard Donaldson Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific
London.....	{ January 26-31 February 3-9 February 5 February 9 February 15 March 5	<i>Valacia (r)</i> * <i>Asia (r)</i> * <i>Beavercove (r)</i> * <i>Beaverqlen (r)</i> * <i>Beaverlake (r)</i> * <i>Beaverdell (r)</i>	Cunard Donaldson Cunard Donaldson Canadian Pacific Canadian Pacific Canadian Pacific Canadian Pacific
Manchester.....	{ January 25-28 February 1-4 February 8-14	<i>Manchester Port (r)</i> <i>Manchester City (r)</i> <i>Manchester Regiment (r)</i>	Furness Withy Furness Withy Furness Withy

**DEPARTURES FROM SAINT JOHN—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
<b>Venezuela—</b> Puerto Cabello..... La Guaira.....	January 27-28	*A Ship	Saguenay Terminals

**DEPARTURES FROM VANCOUVER**

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa—South and East—</b> Cape Town..... Port Elizabeth..... East London..... Durban.....	February 10	<i>Silversandal</i>	Dingwall Cotts
<b>Argentina—</b> Buenos Aires.....	{February 5 March 5	<i>Hindanger</i> <i>Falkanger</i>	Empire Shipping Empire Shipping
<b>Australia—</b> Sydney..... Melbourne..... Adelaide.....	{January 26 February 10 March	<i>Sonoma</i> <i>Goonawarra</i> <i>Parramatta</i>	Dingwall Cotts Empire Shipping Empire Shipping
<b>Belgium—</b> Antwerp.....	{January 26 January 30 Late January Late January February 2 February 21	<i>Paraguay (r)</i> <i>Washington</i> <i>Laurits Swenson</i> <i>Trondanger</i> <i>Golden Gate (r)</i> <i>Wyoming</i>	Gardner Johnson Empire Shipping Anglo-Canadian Canada Shipping Gardner Johnson Empire Shipping
<b>Brazil—</b> Rio de Janeiro..... Santos.....	{January 25 February 5 March 5	<i>Mormacrey</i> <i>Hindanger</i> <i>Falkanger</i>	Balfour Guthrie Empire Shipping Empire Shipping
<b>Canal Zone—</b> Balboa..... Panama City.....	{February 3 March 10	<i>Don Aurelio</i> <i>Bullaren</i>	Empire Shipping Empire Shipping
<b>Ceylon—</b> Colombo.....	{February 3 March 3	<i>Høegh Silvermoon</i> <i>Salatiga</i>	Dingwall Cotts Dingwall Cotts
<b>Chile—</b> Antofagasta..... Valparaiso..... San Antonio.....	{February 5 March 5	<i>Hindanger</i> <i>Falkanger</i>	Empire Shipping Empire Shipping
<b>China—</b> Shanghai.....	{Jan. 31-Feb. 1 February 10-11 February 16-17	<i>Ocean Mail (r)</i> <i>Island Mail (r)</i> <i>Oregon Mail (r)</i>	Canadian Blue Star Canadian Blue Star Canadian Blue Star
<b>Colombia—</b> Barranquilla.....	{February 3 March 10	<i>Don Aurelio</i> <i>Bullaren</i>	Empire Shipping Empire Shipping
<b>Costa Rica—</b> Puntarenas.....	{February 3 March 10	<i>Don Aurelio</i> <i>Bullaren</i>	Empire Shipping Empire Shipping
<b>Cuba—</b> Havana..... Santiago.....	February 10	<i>Erato</i>	Empire Shipping
<b>El Salvador—</b> La Libertad.....	{February 3 March 10	<i>Don Aurelio</i> <i>Bullaren</i>	Empire Shipping Empire Shipping
<b>Egypt—</b> Alexandria.....	February	<i>Aristotelis</i>	Empire Shipping

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Fiji Islands—</b>			
Suva.....	March	<i>Thor I</i>	Empire Shipping
<b>France—</b>			
Le Havre.....	Late January	<i>Trondanger</i>	Canada Shipping
Le Havre.....	January 29 February 21	<i>Washington</i> <i>Wyoming</i>	Empire Shipping
Bordeaux.....			Empire Shipping
Dunkirk.....			
<b>Germany—</b>			
Bremen.....	January 29	<i>Washington</i>	Empire Shipping
Hamburg.....	February 21	<i>Wyoming</i>	Empire Shipping
Hamburg.....	January 26 February 2	<i>Paraguay (r)</i> <i>Golden Gate (r)</i>	Gardner Jonhson Gardner Johnson
<b>Greece—</b>			
Piraeus.....	February March 10	<i>Aristotelis</i> <i>Bullaren</i>	Empire Shipping Empire Shipping
<b>Guatemala—</b>			
San Jose.....	February 3	<i>Don Aurelio</i>	Empire Shipping
	Late January	<i>Oregon</i>	Dodwell Company
	Late January	<i>Charles E Dant</i>	Dodwell Company
	Jan. 31–Feb. 2	<i>Ocean Mail (r)</i>	Canadian Blue Star
<b>Hong Kong</b> .....	February 4	<i>Nikobar</i>	Johnson Walton
	February 5	<i>Vesteroy</i>	Empire Shipping
	February 10–11	<i>Island Mail (r)</i>	Canadian Blue Star
	February 16–17	<i>Oregon Mail (r)</i>	Canadian Blue Star
	February 28	<i>Tranquebar</i>	Johnson Walton
<b>India—</b>			
Bombay.....	February 3 March 3	<i>Høegh Silvermoon</i> <i>Salatiga</i>	Dingwall Cotts Dingwall Cotts
Madras.....	February 14 March 14	<i>Silverwalnut</i> <i>Samarinda</i>	Dingwall Cotts
Calcutta.....			Dingwall Cotts
<b>Indonesia—</b>			
Batavia.....	February 3	<i>Høegh Silvermoon</i>	Dingwall Cotts
Samarang.....	February 14	<i>Silverwalnut</i>	Dingwall Cotts
Soerabaya.....	March 3	<i>Salatiga</i>	Dingwall Cotts
Cheribon.....	March 14	<i>Samarinda</i>	Dingwall Cotts
<b>Israel—</b>			
Haifa.....	Early March	<i>Aristotelis</i>	Empire Shipping
Tel-Aviv.....			
<b>Italy—</b>			
Genoa.....	Mid-March	<i>Stromboli</i>	Empire Shipping
Naples.....			
Venice.....			
<b>Japan—</b>			
Yokohama.....	Late January	<i>Oregon</i>	Dodwell Company
	Late January	<i>Charles E. Dant</i>	Dodwell Company
	Jan. 31–Feb. 2	<i>Ocean Mail (r)</i>	Canadian Blue Star
	February 10–11	<i>Island Mail (r)</i>	Canadian Blue Star
	February 16–17	<i>Oregon Mail (r)</i>	Canadian Blue Star
	February 24–25	<i>India Mail</i>	Canadian Blue Star
<b>Korea—</b>			
Fusan.....	Jan. 31–Feb. 1	<i>Ocean Mail (r)</i>	Canadian Blue Star
<b>Malaya—</b>			
Penang.....	February 3	<i>Høegh Silvermoon</i>	Dingwall Cotts
Port Swettenham..	March 3	<i>Salatiga</i>	Dingwall Cotts
<b>Mediterranean—</b>			
Western and Central Areas.....	Mid-February	<i>Green Mountain State</i>	Anglo-Canadian

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Netherlands—</b>			
Rotterdam.....	January 29	<i>Washington</i>	Empire Shipping
Amsterdam.....	February 21	<i>Wyoming</i>	Empire Shipping
Rotterdam.....	Late January	<i>Trondanger</i>	Canada Shipping
<b>New Caledonia—</b>			
Noumea.....	March	<i>Thor I</i>	Empire Shipping
<b>New Hebrides—</b>			
Port Vila.....	March	<i>Thor I</i>	Empire Shipping
<b>Norway—</b>			
Unstated Ports....	Late January	<i>Laurits Swenson</i>	Anglo-Canadian
<b>Pakistan—</b>			
Karachi.....	{February 3 {March 3	<i>Høegh Silvermoon</i> <i>Salatiga</i>	Dingwall Cotts Dingwall Cotts
<b>Perlan Gulf</b> .....	{February 3 {March 3	<i>Høegh Silvermoon</i> <i>Salatiga</i>	Dingwall Cotts Dingwall Cotts
<b>Peru—</b>			
Callao.....	{February 5 {March 5	<i>Hindanger</i> <i>Falkanger</i>	Empire Shipping Empire Shipping
<b>Philippines—</b>			
Manila.....	{Late January {Late January	<i>Oregon</i> <i>Charles E. Dant</i>	Dodwell Company Dodwell Company
Iloilo.....	{Jan. 31–Feb. 1	<i>Ocean Mail (r)</i>	Canadian Blue Star
Cebu.....	{February 16–17 {February 24–25	<i>Oregon Mail (r)</i> <i>India Mail</i>	Canadian Blue Star Canadian Blue Star
Manila.....	{February 3 {February 10–11 {February 14 {March 14	<i>Høegh Silvermoon</i> <i>Island Mail (r)</i> <i>Silverwalnut</i> <i>Samarinda</i>	Dingwall Cotts Canadian Blue Star Dingwall Cotts Dingwall Cotts
Manila.....	{February 4 {February 5	<i>Nikobar</i> <i>Vesteroy</i>	Johnson Walton Empire Shipping
Cebu.....	{February 28 {March 3	<i>Tranquebar</i> <i>Salatiga</i>	Johnson Walton Dingwall Cotts
<b>Samoa—</b>			
Apia.....	March	<i>Thor I</i>	Empire Shipping
<b>Singapore</b> .....	{February 3 {February 14 {March 3 {March 14	<i>Høegh Silvermoon</i> <i>Silverwalnut</i> <i>Salatiga</i> <i>Samarinda</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts Dingwall Cotts
<b>Society Islands—</b>			
Papeete.....	March	<i>Thor I</i>	Empire Shipping
<b>Sweden—</b>			
Stockholm.....	January 26	<i>Paraguay (r)</i>	Gardner Johnson
Gothenburg.....	February 2	<i>Golden Gate (r)</i>	Gardner Johnson
Malmo.....			
<b>Tonga—</b>			
Nukualofa.....	March	<i>Thor I</i>	Empire Shipping
<b>Trieste</b> .....	Mid-March	<i>Stromboli</i>	Empire Shipping
<b>United Kingdom—</b>			
Unstated Ports....	{Jan. 23–Feb. 3 {January 26 {Late January {Late January {January 31 {February {Early February {Early February {Mid-February {February 2	<i>Lake Winnipeg</i> <i>Paraguay (r)</i> <i>Loch Ryan</i> <i>Loch Garth</i> <i>Orient City</i> <i>A Ship</i> <i>Reynolds</i> <i>Seapool</i> <i>Durango</i> <i>Golden Gate (r)</i>	Canada Shipping Gardner Johnson Royal Mail Lines Royal Mail Lines B. W. Greer Company Empire Shipping Canada Shipping Canadian Blue Star Royal Mail Lines Gardner Johnson

## DEPARTURES FROM VANCOUVER—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom</b> (Con)—			
London.....	Late January	<i>Columbia Star</i>	Dingwall Cotts
Liverpool.....	Early February	<i>Laurentia</i>	Balfour Guthrie
Glasgow.....			
<b>Uruguay—</b>	January 25	<i>Mormacrey</i>	Balfour Guthrie
Montevideo.....	February 5	<i>Hindanger</i>	Empire Shipping
	March 5	<i>Falkanger</i>	Empire Shipping
<b>Venezuela—</b>			
Maracaibo.....	February 3	<i>Don Aurelio</i>	Empire Shipping
Puerto Cabello.....			
La Guaira			
	March 10	<i>Bullaren</i>	Empire Shipping

## Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and 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.....	Fortnightly.....	Clarke Steamships
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
Saint John to St. John's.....	Fortnightly.....	Clarke Steamships

### Citrus Crates May be Manufactured in Jamaica

Kingston, November 20, 1949.—(FTS)—Citrus crates, which are being imported to a large extent from hard-currency countries, may be manufactured in Jamaica, thereby saving \$168,000 per annum in foreign currency. One local factory is fully tooled for the manufacture of these crates, and should be in a position to meet a large part of the local demand.

### Roy W. Milner Appointed to Board of Grain Commissioners

Roy W. Milner, of Calgary, has been appointed to the Board of Grain Commissioners. He leaves his position as General Manager and Director of the Alberta Pacific Grain Company Limited, to take up his new duties. He was also a Director of the Grain Insurance and Guarantee Company and Director of the Sovereign Life Assurance Company. Mr. Milner succeeds Mr. D. A. MacGibbon, recently retired.

Born in Brampton, Ontario, Mr. Milner has been associated with the grain business in Western Canada for the past forty years. During the First World War, he served in the Motor Transport Corps.

# 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**—C. J. Van Tighem, Commercial Secretary for Canada, Canadian Consulate, Edificio Alois, Rua 7 de Abril, 252. Address for letters: Caixa Postal 6034.

## Chile

**Santiago**—Acting 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, 4 Aurangzeb Road. Address for letters: 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 Pluss 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, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

## Philippines

*Manila*—F. H. PALMER, Canadian Government Trade Commissioner. Address for letters: Post Office Box 1825, Manila, Republic of Philippines.

## 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, Canadian Government Trade Commissioner, 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**—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, Commercial Secretary for Canada, Istiklal Caddesi, Lion Magazasi yaninda, Kismet Han No. 3/4, Beyoglu, Istanbul. Address for letters: Post Office Box 2220, Beyoglu.

### United Kingdom

**London**—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Sleighing, London.*

**London**—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

*Cable address, Sleighing, London.*

**London**—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Cantracom, London.*

**London**—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Timcom, London.*

**Liverpool**—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

**Glasgow**—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

*Cable address, Cantracom.*

**Belfast**—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

### United States

**Washington**—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

**Washington**—Dr. W. C. HOPPER, Agricultural Secretary, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

**New York City**—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

*Cable address, Cantracom.*

**New York City**—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

**Boston**—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

**Detroit**—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

**Chicago**—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

**Los Angeles**—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

**San Francisco**—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

### Venezuela

**Caracas**—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquina 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 Jan. 3	Nominal Quotations Jan. 9
Argentina	Peso	Official	·2977	·3275	·3275
		Free	·2085	·1221	·1221
Austria	Schilling	Export	.....	·0515	·0515
Australia	Pound	.....	3·2240	2·4640	2·4640
Belgium and Belgian 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	·0256	·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	Sucres	.....	·0740	·0815	·0815
Egypt	Pound	.....	4·1330	3·1587	3·1587
El Salvador	Pound	.....	·4000	·4400	·4400
Fiji	Colon	.....	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	·0063	·0063
French Pacific Possessions	Franc	.....	·0201	·0174	·0174
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	·0082	·0071
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	·2563	·2563
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	.....	.....