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COVER SUBJECT—Unloading fish from the Grand Banks at Halifax. Markets for Canadian fish and fishery products was the subject of an extensive survey undertaken by the Export Division, in conjunction with Canadian Trade Commissioners throughout the world, and discussed this week at a conference in Fredericton, N.B., of representatives of the fishing industry in Eastern Canada. Canadian exports of fish and fishery products in 1949, including those from Newfoundland for nine months, had a value of \$93,749,000, compared with \$85,028,000 in the corresponding period of 1948, but excluding shipments from Newfoundland.

National Film Board Photo.

Price 10 cents

Canadian Exports for Last Year Show Relatively Small Drop

Percentage is 2.7 below the record established in 1948 of \$3,075.4 million—Numerous unfavourable factors affected principal markets—Exports to United States set new record for twelve-month period—Entry of Newfoundland into Confederation introduces change in statistical presentation.

By International Trade Division, Dominion Bureau of Statistics

CANADIAN domestic exports during the past year had a value of \$2,993 million, which represents a decline of 2.7 per cent from the record established in 1948 of \$3,075.4 million. In view of the numerous unfavourable factors affecting the principal Canadian markets, the smallness of this percentage decline is worthy of note. Exports to most overseas countries were hampered throughout the year by the dollar shortage and the import restrictions imposed as a result. In addition, the United States market was weakened for much of the year by business readjustments.

As average export prices during the past year were somewhat higher than in 1948, the volume of Canada's exports has declined rather more than has their value. The volume was 5.9 per cent lower during the first half of 1949 than in the corresponding period of 1948, and approximately 17 per cent less than in the second half of that year. The volume of Canada's exports in the second half of 1949 rose appreciably, though it was still less than in the corresponding peak period of 1948.

Trends in export prices during 1949 were somewhat varied. In the first half of the year, average export prices were appreciably higher than in the same period of 1948, and slightly higher than in the second half of that year. But, average export prices were declining during the year to September from the high level at the start of the year. However, the effect of currency revaluations in September was to raise the Canadian dollar value of a large group of exports by an equivalent amount. Consequently, average export prices in terms of Canadian dollars recovered from part of the decline which had occurred in the first three quarters of the year.

Canadian Exports to United States Establish Record

Canadian exports to the United States last year had a value of \$1,503.5 million, which represents an increase of 0.16 per cent over that for 1948, and thus establishes a new record. Exports to the United Kingdom, Canada's second largest customer, were valued at \$705 million, representing an increase of 2.63 per cent over the figure for 1948. The proportion of total Canadian exports taken by the United States was larger than in any previous year, increasing from 48.8 per cent in 1948 to 50.2 per cent last year. That taken by the United Kingdom rose from 22.3 per cent to 23.6 per cent. It is apparent, therefore, that the overall decline in the value of Canadian exports is due to a reduction in sales to other countries. Declines in Canadian exports to European countries and Commonwealth countries, other than the United Kingdom, were recorded.

Despite the overall decline in exports from 1948 levels, three of the nine main commodity groups showed higher export values in the past

year. These were the agricultural products group, which rose by 20.1 per cent to reach a total of \$773 million; the non-ferrous metals group, which rose by 7.7 per cent to reach \$426.6 million, and the iron and products group, which rose by 4 per cent to reach \$292.9 million.

In the first of these groups, the increase was due to a larger volume of wheat exports at higher average prices than in 1948. These reached \$435.2 million, as opposed to \$243 million in 1948. This was sufficient to counterbalance smaller declines in wheat flour, coarse grains, rubber, seeds and other commodities. In the non-ferrous metals group, exports of aluminum fell by \$8 million to \$94 million, and electrical apparatus and miscellaneous non-ferrous metal products also showed declines. But these were more than balanced by the large gains over 1948 in exports of copper, nickel, lead and zinc.

The higher value of exports in the iron products group was due chiefly to large gains in farm machinery, locomotives, and railroad cars and parts, and a smaller gain in iron ore exports, due in part to the inclusion of Newfoundland's trade in Canadian statistics. The exports of locomotives (\$28.1 million) and railroad cars (\$21.9 million) represent the fulfilment of orders on which work has been proceeding for some time, and are to some extent above normal. Exports of farm machinery have been very large since the war, and for the first seven months of 1949 ran well above 1948 levels, the total for the year reaching \$92.5 million. However, during the last five months of the year the gain over 1948 values was reduced from \$26.6 million to \$18.8 million. Farm machinery was in 1949 Canada's most important fully manufactured export.

Wood and Wood Products Main Export Group

Despite a \$78.4 million drop from 1948 levels, wood and wood products remained Canada's most important export group in 1949, reaching a total export value of \$875.3 million. Most items in this group showed declines from the previous year. Exports from non-dollar countries provided competition in non-dollar areas and the United States market was weakened by business readjustments. The only major item in the group to show an increase throughout the year was newsprint, exports of which reached \$433.9 million in 1949, as opposed to \$383.1 million in 1948. But exports of wood pulp fell by \$41.1 million to \$170.7 million, and pulpwood, planks and boards and other items also declined. In planks and boards there was some recovery in the last quarter of the year. Exports rose above the 1948 level in each month and the year-end total reached \$160.4 million, only \$35.6 million below 1948. This was due largely to the recovery of demand in the United States, which enabled sales there to compensate for reduced overseas sales in the quarter.

Exports of animals and animal products also declined from 1948 levels. Although exports of beef cattle and beef to the United States continued at a high level throughout the year, neither reached the levels induced by the meat shortage in the United States at the time of the removal of the embargoes in 1948. In the last four months of 1948, exports of these items to the United States totalled \$69.6 million, an amount only slightly less than that market received during the whole of 1949. As exports to overseas countries were considerably reduced in 1949, total exports of cattle and beef declined. Exports of bacon in 1949 were also far below the 1948 level of \$70 million, reaching only \$24.2 million. This decline was due not to a falling off in demand but rather to supply. The United Kingdom contracted to take several million pounds more bacon than it actually received. Exports of fishery products were also below 1948

levels in the early part of 1949, but from May they increased somewhat and by the year's end had reached \$93.7 million, \$8.7 million above 1948. However, as Newfoundland's fishery products exports are now included in the statistics, this apparent rise actually conceals a moderate drop from 1948 export levels.

Exports of asbestos and its products were below 1948 levels in 1949, due almost solely to the severe strike in the spring of 1949. Exports of fuels also decreased, but about half of this decrease was purely statistical, due to the non-recording of sales from other parts of Canada to Newfoundland after March 31. Exports of ships were again at a higher level than can be expected to be maintained in future years, but they were only about half those in 1948, when there were large deliveries on contracts for new ships and also some sales of merchant ships built during the war.

Devaluation of Sterling Affects Value of Exports

Exports to the United Kingdom and to other Commonwealth countries were severely handicapped by the exchange situation in 1949. However, total exports to the United Kingdom rose. This rise in value was due chiefly to the effects of larger shipments of wheat at a higher price, combined with a higher value of certain other exports, notably, base metals and aircraft. Substantial declines occurred in exports of some commodities, such as bacon, eggs and lumber.

The apparent decline shown in the total of exports to other Commonwealth countries as a group was due to the inclusion of Newfoundland in the Canadian recording area from April 1, 1949. The combined exports of Canada and Newfoundland to Commonwealth countries, excepting the United Kingdom and each other, were actually at about the same level in 1948 and 1949. However, these exports were sustained in 1949 only by heavy deliveries of railway equipment and locomotives and exceptional sales of wheat to South Africa and India, and by large sales of ammunition to Pakistan. A great part of these exports are of a nature which cannot be expected to recur regularly, and in view of the decision of Commonwealth countries in the sterling area to reduce their dollar imports in 1950, it is unlikely that exports to this group of countries will be maintained at their present level.

Exports to the United States in 1949 were hampered by the business recession in that country, which reduced demand for some raw materials, especially lumber and wood pulp. The steel and coal strikes adversely affected the demand for base metals and probably for some consumer goods. The growth of agricultural surpluses in that country also influenced purchases from Canada. However, despite these conditions, exports to that market increased. The increases were greatest in agricultural products and non-ferrous metals and other metal products, which more than offset declines in forest products and animal products. Before the recent war, the United States took, on the average, only some 38 per cent of Canada's exports. Since the war, this proportion has steadily increased to the 1949 record of 50.2 per cent. This proportion is still far short of the proportion of imports Canada draws from the United States. As that country produces in volume many of the commodities available in Canada for export, it would seem unlikely that a balance will be reached.

Internal Economy of Europe Improving

Canadian exports to Continental Europe contracted sharply in 1949 to reach only \$228 million, a decline of 29 per cent from the 1948 total.

The dollar shortage played an important part in this contraction. Belgium and Switzerland countered the prevailing trend, while Germany, which has received extensive United States aid, is recovering from the wartime destruction of her trade. Also important in this reduction was the restoration of Europe's agriculture and industry, which reduced the abnormal postwar dependence on North American foodstuffs and goods. Exports of ships to certain European countries, notably France, were very high in 1948, reaching \$62.3 million; but in 1949 they were less than a third of this sum. This one item accounts for almost half of the decrease in exports to Europe.

Total exports to Latin America remained slightly above 1948 levels. But exports to most of the countries in the area decreased sharply, due largely to the dollar shortage and its consequent import restrictions. Increased exports to Panama and Venezuela, which show the greatest increases in purchases of Canadian goods, were largely due to sales of ships. Cuba and Peru increased their purchases of wheat and wheat flour. Wheat or wheat flour was also the largest factor in an expansion of exports to certain non-Commonwealth countries in Asia, notably Turkey, Iran, and the Philippines. But exports to a majority of countries in this latter area declined.

Operations of the European Recovery Program did much to alleviate the dollar shortage of Canada's customers in 1949 and indirectly eased Canada's own exchange problems. The list of "surplus" commodities which cannot be bought outside the United States with ECA funds continued to grow, and several of Canada's major export items have now been placed on this list.

More Stable Environment for Trade Exists

Currency readjustments of last September will have more effect on trade this year than during the latter part of 1949. By removing much of the uncertainty surrounding future exchange rates, they have created a more stable environment for commerce, and purchases postponed in anticipation of such decisions are now being resumed. The Canadian dollar return from sales to the United States was stimulated during the last quarter of 1949 by the revaluation of the Canadian dollar, as prices generally continued close to the previous United States dollar levels. Despite the exchange premium on exports to that market, shipments to the United States seem to have risen by more than the usual seasonal amount.

Currency readjustments are unlikely to have as great an impact on exports to countries that have devalued relative to the Canadian dollar as would have been the case had currencies been freely convertible. These countries were already forced, by their lack of means of payment, to reduce their purchases in Canada to a minimum. However, some forest products and manufactures may be adversely affected, in the event that alternative supplies are obtainable elsewhere at a more favourable price.

The past year was featured by the fact that exports registered a slight decline from 1948 values, by an increasing concentration on markets, and a rise in the relative importance of basic foodstuffs and raw materials at the expense of less important export items, especially manufactures, rehabilitation having progressed favourably in some industrial countries. So long as the existing foreign trade environment continues, there would appear little prospect of an early removal of the many restrictive measures that now hamper Canadian sales in foreign markets.

Hong Kong Trade with Communist China Unaffected by Blockade

Value of exports and imports handled through harbour in August, September and October higher than the monthly average for the first half of 1949, before the blockade began—Large percentage of trade through Tientsin handled through private channels.

By K. F. Noble, Canadian Government Trade Commissioner

HONG KONG, January 19, 1950.—Trade between Hong Kong and China is continuing without undue interruption from the blockade of coast ports by the Chinese Nationalist Government, no appreciable change having been noted in the value and volume of goods being exchanged. Imports from China during October were valued at H.K.\$68,876,000, compared with a monthly average of H.K.\$50,010,000 for January-June, 1949. Exports from Hong Kong in October were valued at H.K.\$52,201,000, compared with H.K.\$25,801,000 a month between January and June. The following table indicates the value of exports to North, Central and South China, in addition to returns for the neighbouring Portuguese Colony of Macao, which is a point of transshipment between Hong Kong and South China. Imports from these respective regions are also shown:

Exports from Hong Kong

(Values in H.K.\$,000)

Destination	Annual	Annual	Jan.-June,	July,	Aug.,	Sept.,	Oct.,
	1947	1948	1949	1949	1949	1949	1949
China—North	4,585	9,871	13,669	5,838	22,752	30,202	27,690
Middle	3,591	4,848	3,805	17,970	17,669	18,185	14,454
South	14,063	8,654	8,327	14,880	11,796	24,627	10,067
Macao	5,906	11,367	13,584	27,502	30,224	35,070	29,750

Imports into Hong Kong

(Values in H.K.\$,000)

Destination	Annual	Annual	Jan.-June,	July,	Aug.,	Sept.,	Oct.,
	1947	1948	1949	1949	1949	1949	1949
China—North	5,311	11,302	13,653	16,720	24,856	16,596	39,863
Middle	2,598	3,448	3,172	6,377	3,014	8,407	6,918
South	23,932	21,134	33,186	20,408	18,516	25,850	22,095
Macao	6,855	7,424	7,730	4,218	5,156	4,859	4,945

On the subject of continuing trade with China, the *Far Eastern Economic Review* reports that the Tientsin Maritime Customs records exports of native products valued at U.S.\$3,149,825 during September, while imports during the same period were valued at U.S.\$2,454,449. In September, 52 per cent of the exports from Tientsin went to the United States and 41 per cent to Hong Kong. Almost 25 per cent of the exports was handled by government chartered sales organizations, while 73 per cent was handled through private trading channels. Domestic Chinese organizations moved 52 per cent of the total, while "foreign trading companies" handled 21 per cent. Exports included: Rugs and carpets, 13 per cent of the total; egg products, 12 per cent; furs and skins, 10 per cent; medicines, 5 per cent; strawbraids, 4 per cent; and casings, 3 per cent. In addition, there was a first movement of 100 tons of Shanghai cotton yarns northward over the rehabilitated railway service for export through Tientsin.

The import trade of North China is based almost exclusively on the shipment of cargo through Hong Kong or rather on the sale of Hong Kong stocks to merchants buying on behalf of private enterprise or government departments. During September, 37 per cent of Hong Kong's exports to North China were for government account, with 58 per cent to private Chinese traders and 5 per cent to "foreign trading companies". Items contributing to the total included bronze wire, 22 per cent and pharmaceuticals, 11 per cent. Other named items included rubber, gum, sugar, chemical materials, tin plate and motors.

Major Exportable Items Monopolized by State-owned Companies

Despite the publicized intention of the new government to encourage trade through private channels, the major exportable items, including tung oil, bristles, edible and non-edible oils and seeds, coal and ores, are monopolized by state-owned trading companies with an overall control vested in the Foreign Trade Bureau. It is generally believed by the trading community in Hong Kong that decreasing emphasis is being placed on barter exchange and that further diversification or increases in total imports are contingent on a financing from foreign exchange available abroad. In September, for instance, a total of U.S.\$700,000 was involved in applications to the Foreign Exchange Control Bureau, which approved of only 20 per cent of the applications.

Some 500,000 gross tons of shipping have sailed from Hong Kong for ports in China controlled by Communist forces since June 26, 1949, when the Chinese Nationalist Government declared that a blockade would be instituted. Only eleven British and five United States ships have broken the blockade at the mouth of the Yangtze Kiang and entered Shanghai. British ships carried approximately 240,000 tons of the total, while vessels operated by the Soviet loaded about 125,000 tons. Cargo aboard the Russian ships consists principally of wolfram ore, rubber tires from Singapore, high-grade gasoline and medical supplies. British and other foreign ships carry mainly industrial chemicals, petroleum, cotton, steel bars, copper wiring and newsprint. A total of 123 departures from Hong Kong for Chinese ports is reported since the blockade began, British ships having made 69, Russian ships 18, Scandinavian 16, and Panamanian 14. The only Canadian vessel known to have made an attempt to break the blockade is the *Lake Canim*, which is back again in Hong Kong after spending ten days at the mouth of the Yangtze, during which three unsuccessful attempts were made under cover of darkness to run the blockade.

British Honduras Dollar Devalued

Kingston, January 22, 1950.—(FTS)—The British Honduras dollar, which has been equivalent in value to the United States dollar, on December 31, 1949, was linked to the pound sterling at a rate of four British Honduras dollars to the pound.

The value of the British Honduras dollar has now dropped from U.S.\$1.00 to U.S.\$0.70. The value of the British Honduras dollar in terms of the Canadian dollar is now \$0.77.

(A notice regarding the value of the British Honduras dollar following the devaluation of the pound sterling appeared in *Foreign Trade of October 15, 1949*, page 671.)

United States Provides Market For Canadian Fish Products

World survey, undertaken by Export Division, summarized at meeting in Fredericton of representatives of fish industry—Latin American markets of increasing importance to Canada—British West Indies will likely seek alternative sources of supply in sterling area.

MARKETS for Canadian fish and fishery products have been the subject of a survey undertaken by the Export Division, in conjunction with Canadian Government Trade Commissioners in forty countries. A wealth of information thus obtained was made available to representatives of the industry, meeting this week in Fredericton, New Brunswick. This review was summarized by G. A. Newman, Acting Director of the Export Division, who declared that the United States was the most important market in the dollar area. Beyond the borders of that country and its dependencies, such as Puerto Rico, the Virgin Islands and Hawaii, there was no indication of any recession or serious weakening in the dollar market for fish, though it seemed unlikely that purchases would be above the levels of 1949, he continued.

Latin American markets have become increasingly important to Canada since the federation of Newfoundland with the other nine provinces of this country. Although import restrictions imposed by Brazil have prohibited the export of Canadian fish to that market, basic economic conditions are favourable. The timing of any modification of import restrictions is a subject on which it is not possible to make significant comment. It was not expected that imports by Cuba would be down very greatly from those in 1949, the most significant factor in that market being competition from continental sources. Conditions in the Dominican Republic and Haiti appeared to be good.

The British West Indies would likely continue to seek alternative sources of supply in other sterling areas, in order to ease the expenditure of dollars and the burden of subsidies that some of the administrations have been obliged to pay, so that salt fish might be made available at a price the average consumer could afford to pay, Mr. Newman explained. Every effort is being made by Canada to promote the sale of British goods in this country, in order to increase the supply of dollars to the sterling area and to hasten the reduction in import restrictions.

Near and Middle East Markets Unexplored

Oil-producing countries in the Near and Middle East, which have dollars available, have been relatively unexplored by the Canadian fishery trade. The Philippines provide a market that is worth consideration, though recent import restrictions imposed by that island republic may have some bearing on prospects for the sale of fish products during the current year. The Belgian Congo has shown interest in certain Canadian fishery items, and there may be a market for cheap edible herring products in certain other African areas and in Asia. The development of trade is necessarily a matter of education, which is a slow process, and no large volume of business may be expected from such areas.

Prospects for the sale of canned fish products from the Atlantic Coast do not appear any better than in 1949, though there are potential

Fishing



markets that could be developed in an intensified sales effort. Sardines have new markets in the United States, Cuba and the Philippines. The fishmeal outlook is still good, but the prospects for marine oil do not appear much better than in 1949. The potential market for fishery products, in general, is not unfavourable in some areas, though some adjustments may be necessary in the salt fish trade. Tariff negotiations are being conducted during the current year that may assist the fishing industry of Canada.

Conditions During Past Year Reviewed

Mr. Newman approached his discussion of the future with a review of conditions during the past year. The outlook at the beginning of 1949 was comparatively buoyant, he said, although some adjustments seemed to be inevitable. The demand for fresh and frozen fish in the United States was not firm, but there was no general weakness in that market. Norwegian production of salt cod failed to materialize to the extent anticipated, and the market therefore remained strong, even buoyant, in the salted fish sections of the industry. Canned fish, and particularly salmon, presented a problem, which was intensified by the embargo imposed by South Africa on the importation of sardines.

The production of sardines was disappointing during the summer, offsetting to some extent the loss of foreign markets. The demand for salt fish remained strong, and arrangements were concluded with Great Britain for the sale of canned salmon. The market for fresh and frozen fish in the United States was strong in the autumn. The world situation was clouded, however, by the decision of the United Kingdom to reduce its dollar purchases by 25 per cent.

Devaluation of the pound sterling in September created a possibility of intensified competition from Norway and other countries whose currencies have been revalued. It also increased the difficulty of selling in devalued currency markets, such as the British West Indies. Little change was noted, however, in British colonies, as restrictions had already curtailed imports, and it was not easy to find alternative supplies in soft-currency sources.

Five factors governing market possibilities for Canadian fish and fish products were outlined by Mr. Newman, as follows:

(a) The world food situation which, according to present predictions, will likely improve, with the provision of alternative foodstuffs.

(b) The strength of production of alternative sources of fish supplies, and consequent intensity of competition.

(c) The relative priority given to fishery products in the import and exchange licensing programs of the various markets.

(d) The economic situation in the United States, together with its import and foreign assistance policies, which may decrease the volume of dollars available to dollar-short markets.

(e) Any peculiar advantages some countries may have, such as high prices for some of their staple products, such as coffee and sugar.

The survey conducted by the Export Division does not suggest that problems encountered by the trade in the sterling area in 1949 will be greatly eased during the current year, despite increased sales by the United Kingdom to dollar areas. There is no indication that the dollar shortage is being overcome to a point where import restrictions are likely to be modified.

While the European Recovery Program remains the important sustaining trade factor in Europe, there is a possibility that financial assistance to participating countries will taper off, thereby cancelling out some of the improvements in dollar earnings by countries in non-dollar areas. Furthermore, the policy of the Economic Co-operation Administration is to encourage purchases from non-dollar areas, which has caused some concern to the fishery trade. Moreover, Europe has become a buyers' market with the easing of its food supplies, and may well be the key to the future of the price structure in the salt fish trade this year.

United States Customs Laboratories Will Analyse Pre-shipment Samples

Washington, January 20, 1950.—(FTS)—Customs laboratories in the United States have been instructed, where facilities permit, to meet requests for analysis of pre-shipment samples of new merchandise that it is proposed to import into this country, announcement to this effect having been made by the Commissioner of Customs. The laboratory tests will provide a basis for advisory opinions by customs collectors and appraisers on classification and value, for duty purposes, of such merchandise.

This action has been taken in an effort to furnish additional services to the trading public. Such analysis has been made, heretofore, only of official samples taken from actual importations. Prospective shippers have in some instances found it difficult to obtain in advance, from other sources, an analysis adequate to provide tariff classification or value information.

The customs laboratory report of analysis of pre-shipment samples will not be made available to persons outside the Treasury Department, but tariff information derived by the collector or appraiser from the facts set forth in the laboratory report will be given to the person submitting the samples.

The instructions to customs field offices provide that the request for tariff information based upon a sample requiring analysis must be made in good faith by a foreign exporter or United States importer contemplating a shipment into the United States.

Britain Offers Five-year Contract to Commonwealth Sugar Producers

*From 1953 to 1957, the United Kingdom would guarantee a market at reasonably remunerative prices for 1,550,000 tons
—Offer represents increased security to colonial producers
—West Indian delegation not satisfied with proposal.*

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, January 17, 1950.—Great Britain has offered the sugar producers of Commonwealth countries a five-year contract, commencing in 1953. Until then, the United Kingdom will continue, under the existing guarantee, to find a market for the exportable surplus of Commonwealth producers. From 1953 to 1957, Great Britain has offered to guarantee a market in the United Kingdom at reasonably remunerative prices, to be fixed annually, for a total of 1,550,000 tons, of which 1,100,000 shall be from her colonies, 300,000 tons from Australia and 150,000 tons from South Africa.

In the light of information about increased costs, a price per ton 12 per cent above that for 1949 has been offered for the 1950 crop, and any reasonable further increases in cost will be taken into account in fixing the prices to be paid in future years. The basis for fixing these prices is still being negotiated.

The arrangement between Great Britain and Canada ended in 1949, and Canadian sugar refiners are now free to buy their raw sugar wherever it may be obtained most cheaply. New Zealand, Ceylon and the sugar-importing colonies may, when supplies of sugar become plentiful, likewise wish to purchase sugar in their own way. The only market, therefore, for which the United Kingdom is able to provide a guarantee to Commonwealth producers from 1953 onwards is that of Great Britain.

Existing Undertaking Encourages Expansion of Sugar Production

The existing undertaking encourages expansion of Commonwealth sugar production for export without setting a limit. Since the preferential market for Commonwealth sugar is limited, the government has suggested to producers that at present they should not plan to expand their exportable surpluses beyond 2,350,000 tons. The colonies' share of this is 1,550,000 tons, which compares with their prewar, present, and prospective export figures as follows: Prewar average (1935-38), 960,000 tons; 1949, 1,200,000 tons; 1952, 1,400,000 tons.

Hence, under the arrangements proposed, the colonies could make plans up till 1957 on the basis that they would have an annual export of 1,550,000 tons, or 350,000 tons more than their exports today and 150,000 tons more than their expected exports for 1952. Of this total, 1,100,000 tons would consist of guaranteed sales in the United Kingdom. For the balance, they should be able to find a market either in the United Kingdom or in Canada, since in both these markets the preferential rate of duty gives a considerable advantage to Commonwealth sugar over foreign sugar.

If these arrangements were agreed to and carried out, and assuming that the United Kingdom by 1953 will be able to purchase all the sugar it needs, annual imports from the colonies would be about 100 per cent

more than the average from 1935 to 1938. Imports from foreign countries would fall to less than 10 per cent of total requirements, or one-third of the prewar quantity.

The United Kingdom is under an obligation to the United Nations to enter into negotiations for framing a new international sugar agreement. Pending such negotiations the government feels bound to reserve some part of the market uncommitted.

The British Government realizes that its offer does not completely fulfil the desires of some of the producers. There are conflicting interests which it has been impossible to reconcile. The facts indicate, however, that there is no foundation for the view that the offer involves the restriction of colonial sugar production in order that the United Kingdom may buy a greater proportion of foreign sugar. Exactly the reverse is the case.

All that the United Kingdom is doing in the way of limitation is, first, to place limits on the amount of sugar it is prepared to guarantee to take at a fixed price negotiated each year; and, secondly, to ask Commonwealth producers for the time being to place limits on their expansion program after 1952. It would be unreasonable to expect the United Kingdom to undertake for eight years to purchase unlimited quantities of any commodity on the basis of a guaranteed price. The quantities covered can be revised upwards if circumstances permit, but there is no question of revising them downwards.

Offer Represents Increased Security to Colonial Producers

The offer represents a greater degree of security than the colonial producers have ever had. If they accept the present offer, the colonies will be entitled in 1953 and for four years after that to export 1,550,000 tons. Of this, 1,100,000 tons, representing 71 per cent, will be shipped to the United Kingdom with a price guarantee, giving them ample protection against any risk of a collapse in world prices. The balance they may sell in the market, and they will enjoy the full benefit of the Commonwealth preferential rates of duty. In these circumstances, the government feels that by this offer it has fully implemented the pledges given in the statement of August 10.

The West Indian delegation insisted on a guaranteed market for ten years. It felt unable to accept the offer made by the British Government to purchase a guaranteed quantity of 1,100,000 tons of colonial sugar at an annually negotiated price, of which the West Indies' share would be only 640,000 tons. The delegation reduced the original demand for a share of 1,100,000 tons to one of 900,000 tons. The figure offered by the British Government is 150,000 tons less than the estimated exports for 1950 and 250,000 tons less than those for 1952.

West Indian Delegation Not Satisfied with Contract

Although the offer goes further towards creating trade and security for Commonwealth sugar production than any previous agreement, the West Indian delegates were not satisfied and have now returned home to discuss with their respective governments the situation reached in these Commonwealth sugar talks. In the meantime, they have asked for an adjournment of the negotiations until some time in March, but it is not yet known whether the British Government will grant the adjournment to a date which will be after the general election.

Contrary to the attitude of the West Indian delegation, both Australia and South Africa, whose share of the British market has been fixed at 300,000 tons and 150,000 tons respectively, have accepted the offer, subject to certain reservations which have still to be settled.

For the past two months, delegations from the sugar producing dominions and colonies have been in London negotiating with the British Ministry of Food concerning the conclusion of an agreement for the bulk purchase of sugar after the existing agreement comes to an end in 1952.

The principal questions at issue are the size of the guaranteed quota to be taken by the British Government, the fixing of a remunerative price and the length of the contract.

Ministry of Food Purchased Sugar for Commonwealth During the War

During the war, by arrangement with the Canadian, New Zealand, and Ceylon Governments and with the Governments of Malaya and other sugar-importing colonies, the Ministry of Food made itself responsible for procuring the whole of the imported sugar supplies of these countries in addition to providing for the United Kingdom's own needs.

On September 22, 1948, to encourage sugar production in Commonwealth countries and to help remedy the sugar shortage, the Ministry of Food announced that the government guaranteed to find an outlet either in the United Kingdom or in the Commonwealth for the whole exportable surplus of Commonwealth sugar producers until the end of 1952. Representatives of the West Indian sugar producers pressed for an extension of this guaranteed and last summer the government undertook to discuss with Commonwealth producers the possibility of making arrangements which would assure them a market beyond 1952 for agreed tonnages of sugar at reasonably remunerative prices. The British Government stated that their policy was to maintain and improve the economy of the colonial territories and that where, as in the British West Indies, sugar production is the basis of a healthy economy, this would be given special consideration.

Liberia Receives Concessions Under Geneva Agreement

Effective January 1, 1950, Liberia was added to the list of territories enjoying the concessions provided in Part 1 of Schedule V to the General Agreement on Tariffs and Trade.

Foreign Trade of Canada Reviewed in D.B.S. Bulletin

Some of the principal developments in the volume and value of Canada's foreign trade in the first six months of 1949 are reviewed in a 79-page bulletin released by the Dominion Bureau of Statistics. Divided into six chapters, the bulletin contains textual matter as well as supporting tables.

Chapter I is devoted to a broad discussion of trends in imports, exports, and trade balances, while Chapter II reviews Canada's foreign trade with leading countries. Chapter III deals with trade with significant regions and groups of countries. Leading commodities in foreign trade are discussed in Chapter IV, and Chapter V deals with price and volume movements.

Copies of this bulletin may be obtained on application to the Dominion Statistician, Dominion Bureau of Statistics, Ottawa. The price is 50 cents per copy.—(*Dominion Bureau of Statistics, January 25, 1950*)

Pakistan Plans Establishment of Jute Mills in Eastern Section

Three, with aggregate of 3,000 looms, will be erected in near future—One million bales of jute fibre to be utilized annually—Chittagong, the main outlet for jute, being developed—Country produces 80 per cent of world output of jute fibre.

By G. A. Browne, Canadian Government Trade Commissioner

KARACHI, December 2, 1949.—Efforts are being made by the government of this country to establish jute mills in East Pakistan, and it is expected that three, with an aggregate of 3,000 looms, will be erected in the near future, priority being given to the manufacture of hessians. When established, these new mills will likely utilize one million bales of jute fibre a year.

The development of Chittagong, which is the principal outlet in Pakistan for raw jute, is receiving government consideration, and Rs.11 lakhs were provided in the 1949-50 budget for this purpose. It is expected that Chittagong will be in a position to handle 3,000,000 tons of merchandise per annum within five years. The foreign trade handled through this port recently hit new peaks, exports in 1948-49 being valued at 308,685,000 rupees and imports at 213,133,000 rupees. These figures compare with exports of 190,387,000 rupees and imports of 72,266,000 in 1947-48, and with exports of 69,859,000 rupees and imports of 129,202,000 rupees in 1938-39.

Jute was the largest single item handled through Chittagong during the past season, exports amounting to 30 per cent of the total. Great Britain was the largest importer, with the United States and Belgium being second and third respectively. France, Germany and Italy also purchased jute in fairly large quantities.

The value of raw jute shipped from Chittagong to all countries during the period from August 15, 1947, to March 31, 1948, was Rs.77,624,097 (or Can.\$23,458,002). The following table shows the value of these exports for this period to various foreign countries, which is of interest in assessing in part Pakistan's trade balance with each of them:

Jute Exports from Chittagong

August 15, 1947, to March 31, 1948

	Rupees		Rupees
Total value	77,624,097	Sweden	74,500
United Kingdom	17,585,695	Germany	1,245,989
Belgium	10,498,521	Hungary	138,750
Netherlands	786,716	Yugoslavia	914,000
United States	18,532,087	Greece	646,278
Palestine	26,425	Ireland	63,000
Denmark	59,805	Canada	599,957
Czechoslovakia	328,700	Chile	302,500
France	9,353,480	Austria	53,330
Italy	9,137,155	Poland	238,667
Egypt	522,267	Norway	140,420
Australia	2,675,415	Portugal	145,000
New Zealand	55,160	Indian ports	3,500,280

These values do not reflect the market price but the export price of the raw jute shipped by sea or across the Pakistan land frontier to India. The standard export duty on raw jute is Rs.15 per bale of 400 pounds, which is 8.5 per cent of the present market price of jute before baling.



Pakistan—Bales of jute at Chittagong, awaiting shipment to Great Britain.

Output Reduced in 1948-49 Season

During the season 1948-49, the total area under jute in Eastern Pakistan was 1,876,565 acres as against last year's total of 2,058,670 acres. The total yield in Pakistan during the same season was 5,479,095 bales of 400 pounds each as against 6,842,605 bales for the 1947-48 season. The total acreage and yield during the period under review in the Indian Union was 765,605 acres and 2,026,575 bales respectively.

Jute is a regulated crop, its acreage being controlled. The area under cultivation in East Bengal, excluding Sylhet, during the season under review was 1,848,335 acres, or 34.2 per cent of the acreage fixed for 1940, the year selected as the basic period.

The government of East Bengal promulgated the East Bengal Jute Dealers' Registration Ordinance. Under this ordinance all dealers in jute, occupiers of jute godowns and kucha and pucca presses have to register themselves and obtain licences on payment of a fee. These licences are to be renewed annually and are liable to cancellation for breach of terms and conditions prescribed thereunder.

The government of East Bengal, with a sanction of Rs.10,000 for the purchase of equipment, has constituted an Industrial Research Board, a scheme for conducting special research on jute.

The East Bengal Railway Inquiry Committee, which was appointed to suggest improvements in the working of East Bengal Railways and Chittagong port, recommended the building of a river flotilla at an approximate cost of Rs.94 lakhs to help transportation of jute by rail and river from the western parts of East Bengal to Chittagong. An addition of four sheds, providing an extra accommodation of 40,000 square feet, to avoid congestion at the port, was also recommended.

One of the East Bengal jute industry's problems will be to keep its prices down in spite of heavy new costs of machinery and improved

transport arrangements. Jute has advanced in price much more, relatively, than other packing materials and it will only hold its present dominant position as long as it does not become costlier than the several good substitutes, such as multiwall Kraft paper bags, "fibro" and other vegetable fibre manufactures, hemp, sisal and ramie, hibiscus and kenaf.

Jute Fibre is Principal Crop of Pakistan

Jute fibre is the principal crop of Pakistan, the finest varieties and 80 per cent of the total world output being produced in East Bengal. The main feature of jute is its cheapness as a wrapping material. With the development of production methods, the finer jute yarns are now used for tarpaulins, canvas curtains, upholstery fabrics and carpets. The standard grades are used for the manufacture of bagging materials and hessians.

The plant grows in a single stem, the top branches appearing as it approaches maturity. Around the central stick or core of stalk, which reaches heights of from eight to ten feet, is a layer of pith. This, when removed by the process of "retting", dissolves, leaving the actual fibre that is called jute. The crop is sown in the spring, from February to May, and harvested between June and September. The yield varies with the seed, the nature of the soil, weather and river conditions, but an average crop consists of about 1,300 pounds of fibre per acre, or a little better than three bales of 400 pounds each, although yields of 3,280 pounds of fibre per acre, or 8.2 bales, have been recorded.

The plant is usually harvested at flowering time and, after being tied in bundles, is left until the leaves wither and drop off. The bundles are then submerged in water, usually the nearby river, for ten days to three weeks, until the pithy layer about the central core has fermented and the fibre can be peeled off. This is called "retting". The fibres are then washed, dried and bundled for despatch to the baling press.

Product Baled for Shipment

At the press, the "kutchra", or temporary bales, which have been made up by the various sorters and buyers between the grower and the baling and shipping point, are "pucca" baled, that is, the loose, temporary, bales are hydraulically compressed into tight steel-strapped bales averaging 400 pounds and measuring 10½ cubic feet.

The maximum "pucca" baling capacity at present in East Bengal is about 2.5 million bales per year, which is about half the required capacity. It is hoped that, by installing new hydraulic presses in the jute centres of East Bengal and the development of Chittagong shipping capacity, the annual export of pucca bales from East Bengal can be largely increased.

The jute year, which comprises harvesting, retting, collecting, movement to baling centres, baling and shipment, runs, for statistical and market purposes, from July to June.

Jute is a regulated crop, both to protect the price to the grower and user and to prevent the use of acreage needed for food grains.

The principal buyers of Pakistan raw jute are India, the United States, United Kingdom, Belgium, France, Germany and Italy. India takes from 4.5 million to 5 million bales annually; the remaining quantity, varying from 2 million to 2.5 million bales is available for export to other countries, as shown above. At present, Pakistan has no jute mills in which to process her own fibre.

According to the statistics released by the Collector of Central Excise, Chittagong, the total quantity of raw jute exported during the 1948-49 season from East Bengal to foreign countries, both via Chittagong and across the land frontiers, is estimated at 6,013,538 bales. Of this amount, 4,132,503 bales were exported to India. At an average price of Rs.35 per maund, the total value of exports to India was the equivalent of \$240.6 million Canadian.

Total exports of raw jute to foreign countries, other than India, in the period July, 1948, to June, 1949, amounted to 1,881,035 bales. Of this total, 963,470 bales went to hard-currency countries and were distributed as follows:

Jute Exports to Hard-currency Countries

	Bales		Bales
Argentina	79,264	Japan	35,449
Belgium	274,880	Switzerland	2,033
CANADA	13,532	United States	355,163
Germany	233,149		

On the basis of an average price of Rs.35 per maund, exports to hard-currency areas were worth approximately \$56 million Canadian.

Exports to soft-currency countries totalled 917,565 bales, distribution being as follows:

Jute Exports to Soft-currency Countries

Australia	9,140	Italy	69,186
Austria	1,835	Morocco	698
Brazil	22,824	Netherlands	13,990
Chile	5,504	New Zealand	200
China	280	Norway	3,291
Czechoslovakia	49,269	Poland	17,220
Denmark	9,152	Portugal	8,140
Egypt	10,815	Rumania	72
France	188,454	Spain	5,188
Greece	5,779	Sweden	7,230
Greenland	850	U.S.S.R.	65,450
Hungary	3,690	United Kingdom	394,348
Iran	2,800	Uruguay	2,566
Ireland	10,347	Yugoslavia	11,247

During 1948-49 season, the available jute and burlap markets were affected by the continued fluctuations both in prices and export controls on raw jute and jute manufactures from the shipping centres in Pakistan and India. In view of the high prices of raw jute and the difficulty in obtaining regular supplies of raw materials, there was a trend in many countries towards alternative sources of supply of the raw material. Owing to an acute shortage of raw jute, the use of paper both for bagging and yarn purposes was definitely on the increase in the United States. Kenaf was the main effective substitute for jute cultivated during the season under review. According to reports of the United States Department of Agriculture, it is a coarse and heavy fibre and is grown in certain parts of China, Cuba and El Salvador. It is mixed with jute and made into bags for packing purposes.

Trend of Prices Upward

From the standpoint of prices, the 1948-49 season cannot be regarded as normal, jute prices during the period showing a constant upward tendency and being maintained, both in India and Pakistan, at a continually high level. The year opened in July, 1949, with an average price of Rs.33/8 per maund (middle quality) at the baling centres and

Rs.33 (middle quality) in the interior villages of East Pakistan. In December, 1948, they were quoted as Rs.35/11 and Rs.34/10 per maund respectively, whereas in February, 1949, the highest level was reached at Rs.37/5 and Rs. 36/9 per maund (middle quality) at the baling centres and interior villages respectively. In March, prices decreased to Rs. 36/14 and Rs.35/15 per maund (middle quality) at the baling centres and interior villages respectively. This price remained almost steady for the remaining months of the season. However, towards the end of the closing month of the season (June), there was a sharp decline in raw jute prices in Pakistan, due to Calcutta market resistance.

The monthly baling capacity of East Bengal during the 1948-49 season was estimated at 239,350 bales of 400 pounds each as compared with a monthly capacity of 236,225 bales in 1947-48. There are at present 33 pucca presses in East Pakistan.

High Prices Maintained for Raw Jute

The main feature of the raw jute market was the high prices maintained almost throughout the year and ultimately reacted upon jute goods markets. As a result, there had been a constant widening of the gap between raw jute prices and the market value for finished goods. Towards the end of the season the market remained uncertain owing to a large cut in the production of the Indian jute mills.

Indian Exports of Raw Jute from Calcutta

	Jute	Cuttings	Total	
			'000 Bales	'000 Tons
July-June				
1946-47	1,569	77	1,652	295.0
1947-48	1,752	54	1,797	320.8
1948-49	571	23	599	106.9
1948-49				
July-March	376	20.3	397	70.9
April	79	2.2	82	14.6

As reported by the Indian Jute Mills Association, the total imports into Calcutta and mill stations amounted to approximately 6,102,000 bales during the 1948-49 season, which included 4,132,503 bales of raw jute imported from East Bengal by sea and by land.

Throughout the season, the markets in the United Kingdom were faced with two main difficulties, the high price of raw material and the regular shipments from the producing centres. It is reported that maintenance of raw jute prices was having a depressing influence on the jute industry in general. It was anticipated that the large new jute crop would ease the price situation. Heavy floods, however, caused considerable damage to the jute crop, and the yield during the 1948-49 season was comparatively low. The total exports of raw jute to the United Kingdom amounted to 394,348 bales.

Besides the difficulty of not having regular shipments of raw materials from growing centres, the other main problems for the United States market was that of "fluctuation" in manufactured goods trade. Due to many changes in production curtailment policy of India, the United States market experienced repeated ups and downs. This tendency in the jute trade was generally regarded as bad business, as the market could not operate with confidence. In view of the high price of raw material and difficulty of obtaining regular supplies, efforts have been made to invent substitute fibres. Utilization of kenaf is claimed to be reasonably successful. The United States obtained 355,163 bales from Pakistan during the season.

Ireland to Receive Grant This Year from Economic Co-operation Administration

Total of \$3,000,000 to be made available during the twelve months ending next June—All previous financial assistance provided in form of loans—Effective use made of ECA funds placed at disposal of country.

By H. L. E. Priestman, Commercial Secretary for Canada

DUBLIN, December 21, 1949.—Ireland will receive a grant of \$3,000,000 from the Economic Co-operation Administration during the twelve months ending next June, an announcement to this effect having been made today. This is the first occasion on which Ireland has received such a grant, all financial assistance having been provided previously in the form of loans. The loan to be made this year amounts to \$41,900,000. Both these sums are subject to modification early in 1950, however, when the programs of all countries participating in the European Recovery Program will be reviewed.

When the first allotment of Marshall Aid was made to Ireland in May, 1948, there was considerable disappointment over the fact that Ireland was not on the list of those countries considered eligible for a grant, and received only a loan, repayable in dollars. A grant had been desired in view of the urgency of restoring Irish agriculture in order that the country might make her fullest contribution to European recovery. Ireland's direct earnings in the dollar field are slight, and the difficulties of repaying a dollar loan therefore seemed grave. But since dollar resources were essential to Ireland's recovery, the ECA Loan Agreement between Ireland and the United States was accepted, and Ireland is calculated to have received a total of \$106,754,000 up to date. Article IV of this agreement provided, however, for the possibility of Ireland receiving grants under ECA at a later date, and the allocation of a grant has more than once been canvassed in the Irish press. Now that the principle of giving grants to Ireland has been admitted, it is hoped that similar grants may be made during the two final years of the Economic Recovery Program.

Effective Use Made of ECA Funds

It has been generally agreed by ECA authorities that Ireland has made effective use of the funds so far placed at her disposal, and the remarkable rise in her output of food has been a valuable aid in the restoration of Europe. Irish agriculture has hitherto been indisputably under-capitalized. There has been a lack of machinery, fertilizers and scientific knowledge, and large areas of land are now wasted which could be used for forestry, grazing, or tillage, if cleared and drained. Since agriculture is Ireland's principal industry, its development is a major claim on government expenditure, and a very ambitious land reclamation scheme was launched at the beginning of 1949, which entailed soil surveys, clearing, draining, fencing, and fertilization on a large scale. Experts are agreed that the output of the agricultural industry in this country is far below the figure it could reach if efficiently organized with modern equipment. The outlay on this scheme, which is expected to take ten years to complete, has been estimated at £40 million to £50 million,

and is being met largely by ECA Counterpart Funds. If some of the funds made available by the grant could be used for this purpose, the burden on the Exchequer would be correspondingly reduced.

Under the United States ECA Acts and the 1948 Agreements, the Irish currency equivalent to ECA funds allotted to Ireland as a grant may be spent, to the extent of about 95 per cent, for purposes agreed on from time to time with the United States Government. Many of the development projects now in hand, such as electrification, harbour development, re-forestation, and the exploitation of peat resources, as well as land reclamation and drainage, would be likely to fall within the category of "agreed purposes".

Foreign Trade in Czechoslovakia is Now Prerogative of Twenty-five Companies

To be operated under general direction of Central Planning Authority and Ministry of Foreign Trade—Will assume responsibility for export operations of nationalized producers, together with importation of their raw materials and necessary equipment.

By Canadian Trade Commissioner Service

FOREIGN trade in Czechoslovakia is now the prerogative of twenty-five companies, formed during the past year, which will be operated under the general direction of the Central Planning Authority and the Ministry of Foreign Trade. They will assume responsibility for the export operations of nationalized producers, together with the importation of their raw materials and necessary equipment.

Unconditional nationalization, with compensation to the owners, was effected on October 24, 1945, by government decree of firms producing and distributing power, whether electricity, gas or steam; steel mills, cast iron works, metal-working plants, such as rolling mills and welding firms; precision instrument plants, glass huts, cellulose works, chemical and pharmaceutical works, firms mining china clay, loam and valuable clays, cement works, firms producing timber dopes, factories producing phonograph records, industrial distilleries and alcohol refineries, breweries producing over 150,000 hectolitres of beer per annum in 1937, flour mills with a minimum capacity of 60 tons a day on October 25, 1945, and certain sugar refineries.

The following industries were also nationalized, if the number of personnel employed during the period 1938-42 exceeded the figures shown in parentheses: Foundries for non-ferrous metals (400); electrical equipment firms (500); firms producing industrial porcelain and ceramic building materials (150); tiles, plaster and bricks (200); firms producing pulp, paper, cardboard and mill board (300); sewing mills (150); timber works (300); cotton spinning works (400); cotton weaving mills (500); works for combed fibres, such as flax or jute fibre (400); weaving mills for wool artificial fibre and silk (400); firms producing carpets, blankets, lace and textile goods, or working cotton waste (400); mills producing fibre, cotton-wool, artificial fibres and bandaging material (400); fine textile and textile printing works (200); clothing factories (500); works producing tannic acid or substitutes (400); enterprises manufacturing artificial edible fats (150); chocolate and sweets factories (500). Altogether about 1,800 factories are being taken over by the state.

In April, 1948, there were two commercial banks operating, namely, the Zivnostenska banka for Bohemia, Moravia and Silesia, and the Tatra

banka for Slovakia. All other banks have been amalgamated with these two. Deposits in all banks in August, 1947, totalled 293,100,000,000 crowns.

By Presidential decree of October 24, 1945, joint stock companies engaged in banking and finance business were taken over by the state and carried on as national enterprises as from that date. Shareholders were to be compensated on the basis of the current price of shares, arrived at by taking into account the bank's assets and liabilities on October 25, 1945. Compensation will be paid in securities or cash from a fund created by a special Presidential decree. Nationalized banks will not be regarded as state enterprises, but must be registered as private commercial concerns and managed on a regular commercial basis. Profits will go to the state. The boards of nationalized banks must include two bank employees.

Another decree of the same date ordered the nationalization of insurance companies not owned by the state or other public corporation. Nationalized insurance companies become state property and will be administered according to government statute. Directors will be appointed by the Minister of Finances and only Czechoslovak citizens are eligible. Half the profits will go to the treasury and the remainder will be spent on precautionary measures to reduce the risks covered by insurance. Shareholders are to be compensated on the basis of share value as shown in the company's balance-sheet on December 31, 1944.

All Factories Under Control of Central Directorates

All factories are under the control of one of eleven central directorates of different branches of industry. These directorates are engaged in re-organizing production, which involves moving machinery and whole factories from the border regions, scrapping of some plant, and direction of labour. For the moment a great deal of this effort represents expenditure which it will take some time to recoup.

Great progress has been made by the co-operative societies movement; every business has to belong to one of nine central associations. All have trades union shop committees. These economic and marketing organizations provide the machinery for centralized direction and measures like price control.

The main problems arise from shortages of manpower and skilled staff, particularly in coal mining, textiles, glass and china, where Germans formed a substantial proportion of the workers. These problems are being tackled vigorously by the government in their two-year economic plan, and may involve the assumption of greater government powers in the direction of labour to agriculture as well as to industry.

Algeria Only Shipping First Quality Dates to Great Britain

Export of second quality dates to Great Britain by Algeria is prohibited by a recent decree. Only the highest Deglet Nour quality, packed according to British weights and specifications, may now be shipped.—*(Barclays Bank Review)*

Fur Auction in Montreal Attracted Many Buyers

Pelts were purchased at the general fur auction, held in Montreal from January 16 to 19, for shipment to Australia, Belgium, France, Great Britain, Italy, Latin America, Switzerland and the United States. The auction attracted one of the largest gatherings of buyers ever to attend a fur auction in Canada, and strong competition developed for most of the offering. The collection of wild mink consisted of 16,369 skins.

Paraguay Devalues Currency and Adopts Multiple Exchange Rates

Follows pattern established by Argentina—Guarani has par value of 3.09 to one United States dollar—Rate for Canadian dollar 10 per cent lower—Uses of different buying and selling rates based on essentiality of imports and exports.

By H. L. Brown, Commercial Secretary for Canada in Argentina

BUENOS AIRES, December 1, 1949.—Paraguay trades principally with countries whose currencies have been devalued or otherwise modified since last September. As the trade of Paraguay is closely related to that of Argentina, it was not surprising that the guarani exchange rates should be modified on November 5, the date on which modifications of the Argentine peso were clarified. Paraguay has also established a multiple structure of exchange rates, paralleling the Argentine model.

The parity of the guarani is maintained on the basis of an equivalent value of 0.287595 grams of gold, as established on October 11, 1946, and approved by the International Monetary Fund. It has a par value, therefore, of 3.09 guarani per U.S.\$1. The multiple structure for the United States dollar is as follows: the Canadian dollar would be approximately 10 per cent less:

	Official	Basic (Guarani per U.S.\$100)	Preferential "A" (U.S.\$100)	Preferential "B"
Buying (for exports)	305.90	492.00	602.00	799.00
Selling (for imports)	312.10	498.21	608.21	805.21

Uses of Different Rates Specified

The buying rates, for conversion to guarani of foreign currencies obtained from exports, are to be used as follows: The official rate, of 305.90 guarani to U.S.\$100, for transactions involving income from government consular services and telecommunication services; the basic rate, of 492 guarani for exchange accruing from exports of products in List No. 1; the Preferential "A" rate, of 602 guarani, for exchange accruing from exports of products in List No. 2 and exports of tannin (quebracho extract), meat, hides, cotton, lumber, rice, etc.; the Preferential "B" rate, of 799 guarani, for exchange accruing from exports of sundry products, such as petit grain, vegetable and animal oils, tobacco and sawn lumber and for a variety of non-commercial purposes such as the exchange from the entry of capital, from insurance collected abroad, from exchange brought in by tourists and travellers, exchange from commissions, and collections of accounts, etc.

The selling rates, for conversion to guarani of the cost of imports, are to be used as follows: The Official Preferential rate, of 312.10 guarani, to pay for imports of essential products listed in Group I, for imports of government requirements and for financial services of the government, as well as for payment of telecommunication services; the Basic rate, of 498.21 guarani, for the importation of products in Group II; the Preferential "A" rate, of 608.21 guarani, for the importation of goods in Group III; the Preferential "B" rate, of 805.21 guarani, for imports listed in Group IV, as well as for a variety of services, including dividends and interest on foreign capital, insurance premiums granted abroad, payment for studies by correspondence, etc.

Precise F.O.B. Values Required

In exchange contracts for imports, the precise value f.o.b. Buenos Aires or Montevideo, shall be stated by the importer and, separately, the amount of freight, insurance and other expenses incurred for transshipment from Buenos Aires or Montevideo to Paraguayan river ports; the latter costs shall be liquidated in Argentine pesos. Similarly the reimbursement of freight and insurance paid in guarani for exports, in the case of sales c.i.f. Argentine or Uruguayan port, shall be made at the Official Preferential selling rate for Argentine pesos. In regard to overseas shipments, reimbursement in respect of costs, f.o.b. Argentine or Uruguayan port will be considered by the authorities. When freight charges and other expenses cover goods in various groups, the rates of exchange applicable shall be in proportion to the value of each group of imports.

Permits for imports in the various groups will be granted according to the availability of exchange and at the new rates. Imports cleared after November 5 shall be liquidated at the new rates. No imports paid for through the use of the applicant's own foreign exchange will be permitted entry in future unless the goods are exclusively for the personal use of the applicant. Importations under compensation arrangements, which have been permitted during recent months, will no longer be authorized, and those already arranged for must be settled as soon as possible.

(Editor's Note—Information as to the classification of imports by groups is available to interested Canadian firms on application to the Commercial Relations and Foreign Tariffs Division, Department of Trade and Commerce, Ottawa.)

Pig Population of Denmark Higher

Oslo, Norway, January 18, 1950.—(FTS)—Denmark has a pig population of 3,120,000, according to the census taken the end of last month, this being an increase of 120,000 pigs over the figure for six weeks earlier. It is estimated that pig killings in 1950 will be 300,000 tons, of which about one-third will be for domestic consumption and 200,000 tons for export. Exports in 1949 were approximately 100,000 tons.

Advisory Committee on Reparations in Japan Disbanded

Tokyo, January 15, 1950.—(FTS)—Effective on December 31, 1949, the Reparations Technical Advisory Committee was discontinued. It was established in May, 1947, to assist the Supreme Commander for the Allied Powers (SCAP) in the development of technical and administrative procedures, which would ensure an orderly removal of reparations material from Japan. The committee also assisted in the settlement of conflicts between claimant countries, arising over claims for particular reparations facilities.

The disbanding of this committee reflects the success of SCAP in fulfilling reparations obligations under the United States' sponsored thirty per cent advance transfer reparations program. Under this program, the four nations that were considered to have suffered most as a result of Japanese aggression were to receive reparations consisting of eighteen government-owned Japanese arsenals. The Netherlands has already received its full quota under the program, and final advance transfer shipments to China, the Philippines and the United Kingdom will be completed soon.

Lower Agricultural Output in Spain Has Changed Trade Composition

Drought, shortages of farm machinery and fertilizers have affected farm production, basis of the Spanish economy—Government attempting to secure new sources of supply, particularly for wheat—Plans for irrigation and production of fertilizers being considered.

By Commercial Relations and Foreign Tariffs Division

(Editor's Note—This is the third in a series of articles on Spain, prepared in advance of the establishment in Madrid this month of an office of the Canadian Trade Commissioner Service.)

(One gold peseta equals \$0.37 Canadian)

AGRICULTURE is the basis of the Spanish economy, and is presently suffering from effects of drought, the shortage of farm machinery and the lack of fertilizers. The decline in agricultural production, together with an increase in population, have produced a marked change in the composition of Spain's foreign trade in recent years. These conditions are also responsible for the present efforts of the Spanish Government to secure new sources of supply, particularly for wheat. Consideration is also being given to plans for the irrigation of parched areas and for the production of fertilizers.

Over 55 per cent of the working population of Spain is engaged in agriculture, which accounts for nearly one-half the national income and looms large in the country's foreign trade sphere. Spain was self-supporting in all essential foodstuffs before the civil war, lasting from 1936 to 1939, with the exception of cocoa, coffee, eggs and codfish, which she purchased from Newfoundland. Wheat was imported only when the harvest was particularly poor.

Regional Specialization Characterizes Spanish Agriculture

Regional specialization, as opposed to mixed farming, characterizes Spanish agriculture. In the north, where the average rainfall is heaviest, the crops consist of maize, oats, potatoes and some fruits, while large areas are under pasture. The central plateau, having a mean elevation of 2,200 feet, is the principal wheat-growing territory, in addition to providing pasturage for sheep and goats.

The fertile valleys of Andalusia, in the south, and the eastern coastal region are among the most agriculturally productive sections of Spain. These areas have irrigation works that date back to Moorish times, and have traditionally specialized in export crops, such as olives, lemons, oranges, corn, almonds, grapes and rice. Catalunya, with Barcelona at its centre, is also partially irrigated, the main crops consisting of wheat, olives, grapes and vegetables.

Spain is basically dry, much of the country being barren, mountainous and rocky. Forty per cent of the total area is under cultivation. Of some 126,000,000 acres, 42,000,000 acres are used for crops, 9,000,000 acres for trees and shrubs, 59,000,000 acres for pasture or are unproductive, and 16,000,000 acres consist of woodlands.

The high level of agricultural production before the civil war was achieved largely by the use of fertilizers, over a million tons of super-phosphates, produced from imported phosphate rock, and over 500,000 tons of imported nitrates being consumed per annum.

Fertilizer Consumption in Spain

(Metric tons)

	1935	1945	1946
Superphosphates	1,000,000	500,000	170,000
Chilean nitrates	110,000	70,000	80,000
Other imported nitrates	370,000	.....	30,000
Local nitrates	n.a.	17,000	15,000

The root cause of Spain's present agricultural crisis is the acute shortage of fertilizers. This became apparent during the civil war, when the country was cut off from its normal sources of supply. This shortage was prolonged by the second World War, and difficulty was subsequently experienced in finding foreign exchange with which to purchase supplies. Shortages of electricity and coal prevented any large-scale expansion of domestic nitrate production. A succession of drought years further impoverished the soil and reduced crop yields. The agricultural output, which declined from twenty to thirty per cent, failed to meet the needs of a population that was increasing at a rate of one per cent a year, that in 1948 amounted to 28,000,000.

Agricultural products provided over two-thirds of the total value of Spanish exports before 1936. Oranges represented nearly 20 per cent of the total, followed by olive oil, 9 per cent; almonds and nuts, 9 per cent; and wines, almost 7 per cent. Onions, potatoes, lemons, grapes, fruit pulps and raisins were other important export items. Great Britain was Spain's principal market, followed closely by France, Germany and the United States. Since the civil war, foodstuffs have become increasingly important in the list of import items.

Proportion of Foodstuffs in Spain's Foreign Trade

(Millions of gold pesetas)

	1935	1945	1946	1947
Total, imports	875	862	923	1,213
Foodstuffs, imports	122	216	286	452
Total, exports	583	874	791	937
Foodstuffs, exports	374	435	413	410

Foodstuffs, which in 1935 came third in importance in the list of imports, were by far the largest group, over one-third in 1947. Cereals alone now comprise roughly 25 per cent of the total value of imports. Agricultural products remain Spain's most important export item, but no longer to the same extent as formerly. The following table shows the falling trend in most Spanish agricultural export items:

Spanish Exports of Important Agricultural Products

Item	1935	1944	1945	1946	1947
			(Tons)		
Olives	16,919	17,440	12,768	11,792	14,927
Olive oil	62,065	19,876	19,081	11,065	17,546
Onions	107,427	14,253	33,078	3,320	55,199
Grapes	40,876	1,558	5,140	12,881	4,626
Raisins	11,497	3,718	6,234	753	480
			(Hectolitres)		
Sherry, in casks	142,751	85,179	83,132	136,298	143,175
in bottles	10,606	38,240	23,844	33,107	19,147
			(Tons)		
Lemons	20,070	26,291	19,887	10,717	6,092
Oranges	700,343	249,437	262,871	201,530	173,629
Almonds, (in terms of shelled almonds)	26,143	11,551	18,225	5,919	6,741
Cork	41,214	30,092	35,825	40,466	not available
Fruit pulp	26,007	11,315	13,831	13,325	4,134

The case of wheat is a good, if somewhat extreme, illustration of the problems facing Spanish agriculture today. Before 1936, Spain's annual wheat consumption stood at 155.4 million bushels, and domestic production was normally above this quantity—159 million bushels in 1935—leaving a small surplus for export.

Since 1936, domestic requirements have increased, while production has fallen about 30 per cent. The area sown has decreased also, from a pre-1935 average of 11.5 million acres to 9.6 million acres in 1944, and 9.8 million in 1949. Imports of wheat have increased, from a mere 30,000 bushels in 1935 to over 11,000,000 bushels in 1948. The 1950 crop is estimated at about the same level as that of 1949, about 110,000,000 bushels, making further large imports necessary.

Spain has for the past several years depended on Argentina for the bulk of her wheat supplies. Smaller amounts have been obtained elsewhere from time to time. In recent weeks, the Spanish authorities have publicly called for bids to supply 500,000 tons of grain, payable in dollars, convertible pesetas or through barter.

Wheat Production in Spain

(Million bushels)

Pre-Civil War			Post-Civil War						
1933	1934	1935	1939	1942	1945	1946	1947	1948	1949
138	188	159	107	100	62	133	103	110	110

Area Sown to Wheat

(Million acres)

Average 1931-35	Post-Civil War				
	1944	1946	1947	1948	1949
11.5	8.7	9.5	9.6	9.6	9.8

Wheat Imports into Spain

(Million bushels)

	1935	1940	1945	1946	1947	1948*
Total .....	.03	24.8	15.2	9.6	11.1	11

* Ten months.

Production of other traditional Spanish agricultural items has also fallen off since the civil war. The average pre-1935 orange crop was slightly over one million tons and now stands at between 700,000 and 800,000 tons. Olive oil production has dropped from over 350,000 tons to an average of under 300,000 tons.

As a result, after electric power development, the expansion of domestic fertilizer production is the prime concern of Spanish government planners, in order to improve the country's foreign trade position and to check the inflationary pressure now weighing heavily on the low-income groups.

Production of Nitrogenous Fertilizers to be Increased

The national production policy for nitrogenous fertilizers has as its objective an increase in output from the present 20,000 tons to 500,000 tons per year, or two-thirds of the total domestic requirements. Four new plants, with a total capacity of 250,000 tons a year, were expected to go into production in 1949, but will only begin operations at 20 per cent of capacity. These plants were built by private firms, some of which enjoy assistance from I.N.I., the government agency. The Empresa Nacional Calvo Sotelo, an I.N.I. subsidiary, has its own plans for the

production of some 200,000 tons of sulphate and nitrate fertilizers by distillation of lignites and shale, but the shortage of machinery is causing considerable delays.

Plans for the extension of land under irrigation from 2.5 million acres to 5 million acres have also been made, but little more than 250,000 acres of new land have so far been brought into service. Dams, canals and reservoirs being built for hydro-electric projects are also intended to serve in irrigation works. So far, however, due to difficulties in obtaining machinery and vehicles, the government has only completed the colonization of some 27,500 acres of newly irrigated land.

Finally, attempts are being made to extend farm mechanization. The primitive state of agriculture in many areas, the shortage of labour and of working animals in some districts, create a large potential market for medium and small tractors and a more limited demand for tractors over 50 h.p. The Ministry of Agriculture itself is the main purchaser, as it allocates tractors among the numerous co-operatives. The demand for tractors, for multiple furrow ploughs, both disc and ordinary, and, to a lesser extent, for medium capacity reapers, binders, threshers, and for disc harrows is likely to remain high for many years.

New Zealand State Hydro-Electric Seeks Overhead Crane

Wellington, January 28, 1950.—(F.T.S.)—The State Hydro-Electric Department in Wellington, New Zealand, invites tenders for the supply of a 25-ton electric overhead travelling crane for the Gisborne Substation, under contract No. 146. Tenders close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, New Zealand, on May 9, 1950.

(Editor's Note—Specifications for this equipment are available from Mr. J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal, Quebec.)

Pakistan Grows Limited Quantities of Oilseeds

Karachi.—(F.T.S.)—Cottonseed, rape and mustard, sesamum and linseed are the main oilseeds produced in Pakistan. Small quantities of castorseed are also grown in various parts of the country. Unlike the rest of the Indo-Pakistan sub-continent, which grows large quantities and varieties of important oilseeds, the areas comprising Pakistan produce few groundnuts, coconuts or poppy seed.

The average area under oilseeds in Pakistan, based on the five years 1942-43 to 1947-48, is 5,100,000 acres, and the average production of seeds is nearly 800,000 tons.

Cottonseed, which is an agricultural by-product, constitutes as much as 63 per cent of the total oilseed production in the country.

As Pakistan's population grows, say at the rate of 1.5 per cent per annum, so will requirements of oilseeds increase. The most important method of meeting the deficit is to put greater area under oilseeds. If the entire estimated deficit of 343,000 tons was to be met through this means alone, approximately as much as 3,430,000 acres will be needed on the basis of ten acres of land required on the average for producing one ton of oil. The extent to which this is feasible depends on the means and resources that can be applied towards putting into use cultivable waste land suitable for raising oilseeds.

Japanese Production of Fish Rose Substantially During Past Year

Catch expected to reach 6,927,250,585 pounds as compared with 5,950,002,870 pounds in 1948—Emphasis placed on production for local consumption—New fisheries law passed—Country unlikely to be important competitor in world fish markets during 1950.

By J. C. Britton, Commercial Representative for Canada

TOKYO, December 23, 1949.—Japanese fish production in 1949, which is expected to reach 6,927,250,585 pounds, is well above the total of 5,950,002,870 pounds for 1948. The sardine and mackerel catches in 1949 were higher than those in the previous year, while the herring catch was about the same. The emphasis in the year under review was on production for local consumption and this will also apply in the forthcoming year. The number of fishermen in Japan increased as much as 50 per cent in certain areas during 1949 and the number of fishing boats also rose, but neither of these developments resulted in a worthwhile expansion in production from the coastal fisheries.

The fishing industry, being one of the country's basic industries, forms an integral part of the Japanese economy. It affords employment to substantial numbers of the Japanese people, estimated as high as 3,000,000 by the Japanese press and 1,250,000 by SCAP's Fisheries Division. Fish supplies 85 per cent of the animal protein of the Japanese diet and aquatic products comprise from 8 per cent to 12 per cent of the Japanese family budget. The industry, at times, is utilized to absorb labour which cannot be employed in other Japanese industries. This position arose in 1949 as a result of the labour rationalization program undertaken by the Japanese Government. There were, in addition, a considerable number of Japanese war prisoners repatriated from Russia during the year and a fairly high percentage of these turned to fishing for a livelihood. These two developments account for the increase in the number of fishermen and the rise in the number of boats to more than 450,000.

Production Costs Relatively High

Costs of production in the fisheries in Japan are relatively high by comparison with the country's low living standards. The supply of fish available for domestic consumption is fast approaching adequacy and, unless the price of fish to domestic consumers can be lowered, consumption may be expected to remain static and marginal fishermen will at best eke out a precarious existence. The present policy being followed is not calculated to increase efficiency in the fishing industry in Japan and thereby reduce prices on the domestic market.

Japanese industrial production is still well below prewar standards, but there has been some improvement in 1949 and it is anticipated that further improvement will take place in 1950. With increased industrial activity, additional employment will be available in the iron and steel, textile, chemical, electrical and other industries, which will enable a reduction to be made in the present swollen ranks of fishermen. This would permit the introduction into the fishing industry of more efficient modern methods designed to increase production and lower costs and

thereby bring about an increase in domestic fish consumption and also in the quantity of fish available for export from Japan. The Japanese Government and private industrial firms are handicapped at present by the tight money situation. This factor must be taken into account when assessing the prospects for modernizing the fishing industry and expanding and rehabilitating other Japanese industries. It seems probable that priority will be accorded to other key industries when the limited available capital is allocated, since the fisheries are regarded primarily at the moment as being principally of domestic interest.

Estimated Fish Production of Japan

	Metric tons	Pounds
1949	3,141,837	6,927,750,585
1950	3,200,000	7,056,000,000
1951	3,222,000	7,104,510,000

The corrected figure covering landings in 1948 was 2,698,414 metric tons or 5,950,002,870 pounds.

Japanese Fish Landings, by Types

	1948	1949*
	Metric tons	
Sardines	300,000	350,000
Cuttlefish (dried squid)	300,000	300,000
Cod and pollock	150,000	150,000
Mackerel	75,000	150,000
Skipjack (Bonito)	45,000	45,000
Tuna	30,000	40,000
Herring	185,000	185,000
†Miscellaneous	500,000	not known

* Estimated.

† The prolific grounds off the coasts of Japan yield a wide range of tropical, sub-tropical, temperate, and northern varieties of fish which are grouped under the heading "Miscellaneous".

The Japanese fishing industry has made steady progress since the beginning of the occupation, and the country's production is now well ahead of that of any other fish-producing nation. The financial assistance forthcoming from the United States has made possible the replacement of equipment such as nets, ropes and fuel, and the shortages which existed in the past two years have been largely overcome. The accelerated boat-building program, which has been in progress in the same period, has brought about the replacement of the boats lost in the war. The sardine catch is still well below previous peak years, but any improvement in this catch would result in a fairly substantial increase in total Japanese fish production.

Only Small Percentage of Fish Exported

Only a very small percentage of the fish produced in Japan is exported. The principal export varieties are frozen albacore, yellow finned tuna, swordfish, sardines, canned tuna and crab. Competition (mainly from United States domestic producers) for the business in the United States market in the types of luxury fish available in Japan has been very keen in recent months. Production costs in Japan are only slightly lower than costs in the United States as the average output of individual fishermen in Japan is still low. The 30 per cent extension to Japan's fishing grounds authorized by SCAP on September 21, 1949, added 864,500 square nautical miles in the Pacific Ocean, from which it is anticipated additional quantities of luxury fish, such as bonito and tuna, will become available for

export. The extensive development of these new grounds will be a long-term proposition involving the purchase of modern equipment for fish catching and handling.

Floor prices on fishing products for export were abolished, along with other floor prices on exports, on October 26, 1949. This step has not brought about any appreciable decrease in the export prices of Japanese fishery products, nor is there likely to be a significant worthwhile reduction in export prices until more modern methods are employed and costs of production lowered.

Exports of Marine Products from Japan

January-October, 1949

		Value U.S. dollars
CANNED FISH		
Crab meat	Cases 52,665	\$1,067,397
Salmon	6,133	119,024
Tuna	147,203	1,808,157
Sardines, in tomato sauce	88,075	884,615
Pilchards, in natural oil	25,078	203,730
Mackerel	26,591	263,519
DRIED FISH		
Codfish	Pounds 272,165	83,178
FROZEN FISH		
Albacore	Short tons 1,196	380,688
Swordfish	1,555	815,565

The figures for canned fish and frozen swordfish represent export contracts but not actual exports. It is anticipated that the export values of canned fish and frozen swordfish from Japan in the period covered would correspond very closely to figures shown in the table. The totals for dried codfish and frozen albacore represent actual exports. The statistics on fish exports and export contracts were furnished by the fisheries section of the Japanese Department of Agriculture and Forestry.

The bulk of the exports of canned crab meat and tuna was consigned to the United States. This applies also to exports of frozen albacore and swordfish. The largest percentage of the canned salmon, sardines, pilchards and mackerel exports went forward to markets in the Far East and Southeast Asia.

New Fishery Law Passed

A new fisheries law was passed by the Japanese Diet on November 29, 1949. It has been characterized by experts as being the most important legislation in the entire history of the Japanese fishing industry in that it provides for the reform of the feudalistic system of fisheries rights. The new law will eliminate absentee ownership of fishery rights and excessive concentration of these rights in the hands of a few large operators. Many of the existing fishery rights dating back to the feudal era in Japan will be cancelled and owners will receive compensation in the form of Japanese Government bonds. It is estimated that bonds valued at 17,000,000,000 yen will be issued to present holders of fishery rights as compensation for the relinquishment of the rights. Present holders of fishing rights are allowed to retain their rights for two years to allow a sufficient period in which to accomplish the reforms envisaged in the new fisheries law without disrupting fishing operations or causing a decline in production.

The new fisheries law has provision for a new classification of fishery rights and for the widest possible distribution of these rights. Fisheries adjustment and sea area adjustment committees are to be set up under the law and the personnel of the committees is to consist of practical working fishermen. There was very strong opposition to the passage of

the new fisheries law from vested interests and feudalistic segments of the fishing industry. It required, in fact, over three years to push the bill through both the lower and upper houses of the Diet. The fisheries committee of the lower house, which representative groups of Japanese fishermen charged was dominated by vested interests and feudalistic bosses, provided the main opposition.

Fishery Program Calls for Gradually Increased Production

The fishery program established for Japan calls for gradually increased production in 1950 and 1951, largely from areas being exploited at present. A substantial improvement in the sardine catch would raise the forecast figures considerably, since sardines, together with herring, comprise the bulk of Japan's fishery production. The 1950 planned production of canned tuna fish has been set at 300,000 cases, a sizeable increase over the 1949 figure. Planned production of other exportable varieties of Japanese fish is about the same as that set for 1949.

The domestic economic situation in Japan is such that the country is unlikely to be an important competitor in world fish markets in 1950. It seems probable that the fishing industry will continue in the immediate future to be used as a means of employing the largest possible number of fishermen and that the important task of modernizing the industry and reducing costs will be held in abeyance.

Ceylon Plans Cement Production in March

Bombay, January 17, 1950.—(FTS)—Cement production will commence next March in the first plant to be established by Ceylon, and the annual output is expected to reach 100,000 tons eventually. Production, which will be utilized for government projects, will likely be competitive with that of other countries, as most of the raw material is available adjacent to the factory.

Three Hundred Hens' Eggs Flown to Hong Kong

Hong Kong, January 17, 1950.—(FTS)—Three hundred fertile eggs were recently shipped by air from Vancouver to Hong Kong for the Dairy Farm, Ice Cream and Cold Storage Company, which has expressed a desire to establish a Canadian pedigreed strain in its flock of poultry. A second shipment has been requested for the early part of February.

The Dairy Farm, Ice Cream and Cold Storage Company has imported a number of Canadian dairy cattle.

Prolonged Season Expected for Gold Coast Cocoa Crop

Purchasing of the main cocoa crop has begun on the West Africa Gold Coast, the official estimate being 241,000 tons. It is expected that the season will be prolonged, due to gradual marketing. Prospects for the new season now beginning in Nigeria are reported to be good, but full activity is not expected to be reached until November, and no official estimate has yet been published for the total crop.

Harvesting of the intermediate crop in Sierra Leone has now been completed and main crop picking has started in the Kemema area. Some new planting is reported from the Pujehun district.—(*Barclays Bank Review*)

Exports of South African Fruits To Great Britain Increased

Total of 93,000 tons shipped in 1948-49 season, compared with 80,000 tons in previous year and prewar average of 90,000 tons—Grapes arriving exceeded previous record by over 500,000 boxes, while apricot shipments were almost double figure for previous year—Need to strengthen boxes to reduce breakages emphasized in past year.

LONDON, December 20, 1949.—Shipments of South African fruits to Great Britain during the 1948-49 season amounted to 93,000 tons, compared with 80,000 tons in the previous year and with an average of 90,000 tons during 1937, 1938 and 1939. Many kinds of fruit were shipped by South Africa to the United Kingdom during the prewar years that are now prohibited by import regulations. Grapes arriving from South Africa exceeded the previous record by over 500,000 boxes, while apricot shipments were almost double the import figures for the previous year. Most other fruits were affected by unfavourable weather conditions, and supplies of pears, in particular, were substantially lower than in the previous year. Shipments of apples continued, but the quantities arriving in this country from South Africa were lower than before the war.

The London representative of the Deciduous Fruit Board of South Africa is the sole importer of fruit from the Union, under licence and in agreement with the British Ministry of Food. Distribution is controlled, on a pro-rata basis, through a panel of distributors, as compared with distribution before the war by individual importers. All returns, together with itemized statements of sales, are submitted to the London office of the Board, those from members of the panel being compared.

British Imports of Deciduous Fruits from South Africa

(Packages)

	Average 1937-39	1946-47	1947-48	1948-49
Grapes	1,932,453	1,679,950	2,531,742	3,220,411
Pears	431,652	301,200	529,498	442,557
Plums	697,297	175,143	413,754	413,508
Peaches	385,605	118,017	298,420	326,337
Apricots	60,512	1,791	57,594	110,973
Apples	111,066	.....	50,277	69,288
Nectarines	45,186	22,352	32,410	34,976

South Africa did not ship any apples to the United Kingdom market in 1947. However, with the elimination of Canada and the United States

British Imports of Apples

	Average 1937-38	1947	1948	1949
		Thousands of Cwts.		
South Africa	41	.....	15	24
Canada	694	664	.....	.....
Australia	766	.....	255	24
New Zealand	130	.....	132	80
United States	741	503	.....	.....
Others	22	91	139*	366*
Total	2,394	1,258	541	494

* Mostly from European sources in January.



South Africa—Vineyards of Cape Province.

Photo by South African Railways.

from the market, due to the exchange situation, Great Britain purchased 15,000 cwts. in 1948 and 24,000 cwts. in 1949, as compared with average shipments of 41,000 cwts. during 1937-39.

In general, the handling of fruit throughout the distributive chain is still much less skilful than before the war, and the amount of damage is correspondingly higher. A continuous effort has been directed by the Deciduous Fruit Board towards effecting an improvement, in conjunction with officials of the shipping company and of the railway and dock authorities.

The need to strengthen boxes to reduce breakages during discharge and subsequent distribution was emphasized in the past year. The nailing of the sides to the end shooks appeared to be the weakest part of the construction. It was recommended, therefore, that three large-headed, preferably barbed or cement-coated, nails should be used at each end of the slats. As a result, the proportion of boxes sustaining damage due to poor nailing was considerably lower than in the previous year.

South African Pine Used in Shipments of Fruit

Most of the shallow trays and some of the other packages were constructed of South African Patula pine in the past year. Experimental shipments were made to test the practicability of using this timber for grape boxes, and for pear and apple cases, instead of Swedish deal.

Grape boxes of South African timber with two-piece ends, whether constructed with glued tongued-and-grooved joints with two fasteners, or with butt joints with three fasteners, seemed satisfactory. Boxes with lids, sides and bottoms of regulation pattern did not appear to be significantly inferior to their Swedish counterparts. The experimental results

obtained with lids and bottoms of other constructions were inconclusive, but experience of commercial consignments suggests that breakages with four- and five-piece unitized lids are likely to be considerable.

The apple case experiment was designed primarily to test various patterns of South African lids and bottoms. Detailed inspections showed that cases of standard pattern made from Patula pine were comparable to similar cases of Swedish white deal. Three-piece unitized rotary-cut lids and bottoms appeared to be at least as strong as those with the usual two through-and-through cut slats and had a pleasing appearance. Four-piece unitized lids using through-and-through cut slats were, however, extremely weak, and a very high proportion was broken during discharge and subsequent handling at the docks.

Shipments of experimental pear cases were also sent for test. The main comparisons were: firstly, between two- and three-piece ends of Patula pine and two-piece ends of white deal; and, secondly, between tongued-and-grooved and glued joints secured with two fasteners and butt joints secured with three fasteners. Very little difference was noted between any of the types.

While Patula pine appeared on the whole to be satisfactory in these experiments, the South African timber used in commercial shipments frequently showed more serious natural weaknesses than that used in the experiments.

Volume of Fish in Canada Declined Last Year

Landings and landed value of sea fish in Canada—excluding Newfoundland—were lower in 1949 than in the preceding year. The year's catch amounted to 1,176,767,000 pounds as compared with 1,277,350,000 in 1948, a decline of 7.6 per cent, while the value was \$53,660,000 compared with \$60,035,000, a decrease of 10.6 per cent.—(*Dominion Bureau of Statistics, January 25, 1950*)

Automobile Industry Gaining Strength in India

The automobile industry is taking a firm root in India. Thirteen firms now assemble, or will assemble, automobiles in the near future. Of these, two have informed the Government of their manufacturing plans. They expect to produce about 35,000 cars and trucks within 5 years. A few others are reported to be planning the manufacture of motor cars. A number of components of automobiles, such as tires and tubes, batteries, fan belts, rubber hose, rubber mats, upholstery leather, electrical wires, etc., are now manufactured in India.—(*India Commercial News*)

Java Cocoa Auction in Amsterdam Attracts Many Buyers

At the cocoa auction held in Amsterdam on November 30, the first auction sale of Java cocoa beans to be held in that city since 1937 drew considerable attention. Buyers included a number from Czechoslovakia and the United States. Altogether 2,642 bales of the beans were put up for sale. Sales were made at prices ranging from 220 to 237 cents per half kilo, from 8 to 9 times prewar prices.

Java cocoa is of traditionally high quality and is used mainly for the manufacture of fine chocolates.—(*Netherlands Trade and Industry Bulletin*)



Ocean-Going Sailing Schedules

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

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

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

DEPARTURES FROM HALIFAX

* Calls at Saint John.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden— Port Aden.....	{ February 15-19 March 15-21	<i>Adrastus</i> <i>Herefordshire</i>	Cunard Donaldson Cunard Donaldson
Africa—South and East— Cape Town..... Port Elizabeth..... East London..... Durban.....	February 15-20	<i>A Ship</i>	March Shipping
Argentina— Buenos Aires.....	{ February 14-15 Feb. 25-Mar. 1	<i>Mormacowl</i> <i>Bowrio</i>	Montreal Shipping Cunard Donaldson
Belgium— Antwerp.....	February 13-20	<i>Tidaholm</i>	Swedish American
Brazil— Rio de Janeiro..... Santos.....	{ February 14-15 Feb. 25-Mar. 1	<i>Mormacowl</i> <i>Bowrio</i>	Montreal Shipping Cunard Donaldson
China— Shanghai.....	February 10-15	<i>A Ship</i>	March Shipping
Colombia— Barranquilla.....	February 10-17	* <i>Vigoer</i>	Swedish American
Cuba— Santiago.....	February 22-25	<i>Dufferin Bell</i>	Pickford and Black
Denmark— Copenhagen.....	February 13-20	<i>Tidaholm</i>	Swedish American
Egypt— Alexandria..... Port Said..... Suez.....	{ February 15-19 March 15-21	<i>Adrastus</i> <i>Herefordshire</i>	Cunard Donaldson Cunard Donaldson
Finland— Helsinki.....	February 13-20	<i>Tidaholm</i>	Swedish American
France— Le Havre.....	February 13-20	<i>Tidaholm</i>	Swedish American
French Indo China— Saigon.....	February 20-27	<i>Trein Maersk</i>	Robert Reford

DEPARTURES FROM HALIFAX—Continued

Destination	Loading Date	Vessel	Operator or Agent
Germany— Hamburg.....	February 13-20	<i>Tidaholm</i>	Swedish American
Haiti— Port au Prince.....	February 22-25	<i>Dufferin Bell</i>	Pickford and Black
Hong Kong	February 20-27	<i>Trein Maersk</i>	Robert Reford
India— Bombay..... Calcutta.....	February 10-15	<i>Makena II</i>	Canada Asiatic
Indonesia— Batavia..... Belawen-Deli.....	March 15-21	<i>Herefordshire</i>	Cunard Donaldson
Batavia..... Samarang..... Soerabaya..... Cheribon.....	February 15-19 March 15-21	<i>Adrastus</i> <i>Herefordshire</i>	Cunard Donaldson Cunard Donaldson
Japan— Keelung.....	February 20-27	<i>Trien Maersk</i>	Robert Reford
Malaya— Penang..... Port Swettenham.....	February 15-19 February 20-27 March 15-21	<i>Adrastus</i> <i>Trien Maersk</i> <i>Herefordshire</i>	Cunard Donaldson Robert Reford Cunard Donaldson
Netherlands— Amsterdam..... Rotterdam.....	February 13-20	<i>Tidaholm</i>	Swedish American
Netherlands Antilles— Willemstad.....	February 10-17	* <i>Vigoer</i>	Swedish American
Norway— Oslo..... Kristiansand..... Stavanger..... Bergen.....	February 13-20 February 25	<i>Tidaholm</i> <i>Idefjord</i>	Swedish American Kerr Steamships
Pakistan— Karachi.....	February 10-15	<i>Makena II</i>	Canada Asiatic
Philippines— Manila..... Iloilo..... Cebu.....	February 20-27	<i>Trein Maersk</i>	Robert Reford
Puerto Rico— San Juan.....	February 10-17	* <i>Vigoer</i>	Swedish American
Saudi Arabia— Jeddah.....	February 10-15 February 15-19 March 15-21	<i>Makena II</i> <i>Adrastus</i> <i>Herefordshire</i>	Canada Asiatic Cunard Donaldson Cunard Donaldson
Singapore	February 15-19 February 20-27 March 15-21	<i>Adrastus</i> <i>Trein Maersk</i> <i>Herefordshire</i>	Cunard Donaldson Robert Reford Cunard Donaldson
Sweden— Gothenburg..... Norrkoping..... Malmo..... Stockholm.....	February 13-20	<i>Tidaholm</i>	Swedish American
Thailand— Bangkok.....	February 20-27	<i>Trein Maersk</i>	Robert Reford
United Kingdom— Avonmouth..... Swansea.....	February 18-23	<i>Bristol City</i>	Furness Withy

DEPARTURES FROM HALIFAX—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Con.	February 22-27	<i>Nova Scotia</i> (r)	Furness Withy
Liverpool.....	February 25-26	* <i>Arabia</i> (r)	Cunard Donaldson
	February 26	<i>Franconia</i> (r)	Cunard Donaldson
London.....	February 20-25	<i>Seaboard Queen</i>	March Shipping
Uruguay—			
Montevideo.....	February 14-15 Feb. 25-Mar. 1	<i>Mormacowl</i> <i>Bowrio</i>	Montreal Shipping Cunard Donaldson
Venezuela—			
La Guaira.....	February 10-17	* <i>Vigoer</i>	Swedish American
Maracaibo.....			
Puerto Cabello.....			
West Indies—			
Antigua.....	February 9-19 February 18-24 Feb. 23-Mar. 5 March 9-19 March 2-9	<i>Alcoa Polaris</i> (r) * <i>Lady Nelson</i> (r) <i>A Ship</i> <i>A Ship</i> * <i>Canadian Challenger</i>	Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Canadian National
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....			
Grenada.....			
Montserrat.....			
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....			
Jamaica.....	February 17	<i>Canadian Constructor</i>	Canadian National
	March 3	<i>Canadian Cruiser</i>	Canadian National
Bahamas.....	March 17	<i>Canadian Constructor</i>	Canadian National
	March 31	<i>Canadian Cruiser</i>	Canadian National
Jamaica.....	February 22-25	<i>Dufferin Bell</i>	Pickford and Black

DEPARTURES FROM SAINT JOHN

* Calls at Halifax.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East—			
Cape Town.....	March 4	<i>Morgenster</i>	Shipping Limited
Port Elizabeth.....	March 4	<i>Thorshall</i>	Kerr Steamships
East London.....	March 5-14	<i>Cargill</i>	Elder Dempster
Durban.....	March 31	<i>Thorsisle</i>	Kerr Steamships
Lourenço Marques.....	March 31	<i>A Ship</i>	Shipping Limited
Beira.....			
Mombasa.....	March 4 March 31	<i>Thorshall</i> <i>Thorsisle</i>	Elder Dempster Kerr Steamships
Australia—			
Brisbane.....	Early March	<i>Port MacQuarie</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Fremantle.....			
Belgium—			
Antwerp.....	February 13-20	<i>Mont Gaspe</i>	Montreal Shipping
	February 15	* <i>Beaverlake</i> (r)	Canadian Pacific
	February 18	<i>Prins Alexander</i>	Shipping Limited
	February 21-27	<i>Wendover</i>	Cunard Donaldson
	March 5	* <i>Beaverdell</i> (r)	Canadian Pacific
	March 15	<i>Prins Philips Willem</i>	Shipping Limited
	March 29	<i>Prins Alexander</i>	Shipping Limited
Canal Zone—			
Cristobal.....	February 14-15	* <i>Hurworth</i>	Saguenay Terminals

DEPARTURES FROM SAINT JOHN—Continued

Destination	Loading Date	Vessel	Operator of Agent
Ceylon— Colombo.....	{February 20 February 24 March 10	<i>City of Glasgow</i> <i>Høegh Silverspray</i> <i>City of New York</i>	McLean Kennedy Kerr Steamships McLean Kennedy
Cuba— Santiago.....	February 14-15	* <i>Hurworth</i>	Saguenay Terminals
Dominican Republic— Ciudad Trujillo....	{February 14-15 February 27-28	* <i>Hurworth</i> * <i>A Ship</i>	Saguenay Terminals Saguenay Terminals
Egypt— Alexandria..... Port Said..... Port Sudan.....	February 24	<i>Høegh Silverspray</i>	Kerr Steamships
France— Le Havre..... Marseilles.....	{February 18 March 15 March 29 March 3-7	<i>Prins Alexander</i> <i>Prins Philips Willem</i> <i>Prins Alexander</i> <i>Capo Noli</i>	Shipping Limited Shipping Limited Shipping Limited Furness Withy
Germany— Hamburg.....	{February 13-20 February 18 February 21-27 March 15 March 29	<i>Mont Gaspe</i> <i>Prins Alexander</i> <i>Wendover</i> <i>Prins Philips Willem</i> <i>Prins Alexander</i>	Montreal Shiping Shipping Limited Cunard Donaldson Shipping Limited Shipping Limited
Haiti— Port au Prince.....	{February 14-15 February 27-28	* <i>Hurworth</i> * <i>A Ship</i>	Saguenay Terminals Saguenay Terminals
Hong Kong.....	{February 18 April 7	<i>City of Chester</i> <i>City of Coventry</i>	McLean Kennedy McLean Kennedy
India— Bombay..... Madras..... Calcutta..... Cochin.....	{February 20 February 24 March 10 February 24	<i>City of Glasgow</i> <i>Høegh Silverspray</i> <i>City of New York</i> <i>Høegh Silverspray</i>	McLean Kennedy Kerr Steamships McLean Kennedy Kerr Steamships
Ireland— Dublin.....	February 22	<i>Fanad Head</i>	McLean Kennedy
Israel— Tel-Aviv..... Haifa.....	{February 20 March 10	<i>Yaffo</i> <i>A Ship</i>	J. T. Knight Company J. T. Knight Company
Italy— West Coast Ports... Genoa.....	March 3-7 February 17-24	<i>Capo Noli</i> <i>Mont Clair</i>	Furness Withy Montreal Shipping
Japan— Yokohama..... Kobe.....	{February 18 April 7	<i>City of Chester</i> <i>City of Coventry</i>	McLean Kennedy McLean Kennedy
Mediterranean— Western and Central Areas.....	{February 17-24 February 20-25	<i>Mont Clair</i> <i>A Ship</i>	Montreal Shipping Montreal Shipping
Morocco— Tangiers.....	February 17-24	<i>Mont Clair</i>	Montreal Shipping
Netherlands— Rotterdam..... Amsterdam..... Rotterdam.....	February 13-20 {February 18 February 21-27 March 15 March 29	<i>Mont Gaspe</i> <i>Prins Alexander</i> <i>Wendover</i> <i>Prins Philips Willem</i> <i>Prins Alexander</i>	Montreal Shipping Shipping Limited Cunard Donaldson Shipping Limited Shipping Limited

DEPARTURES FROM SAINT JOHN—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Netherlands Antilles— Curacao..... Aruba.....	February 27-28	*A Ship	Saguenay Terminals
New Zealand— Auckland..... Wellington..... Lyttelton..... Dunedin..... Bluff.....	Mid-March	Port Albany	Montreal Australia New Zealand Line
Northern Ireland— Belfast.....	{February 22-26 February 28	Ramore Head Inishowen Head	McLean Kennedy McLean Kennedy
Pakistan— Karachi.....	{February 20 February 24 March 10	City of Glasgow Höegh Silverspray City of New York	McLean Kennedy Kerr Steamships McLean Kennedy
Puerto Rico— San Juan.....	February 14-15	*Congo	Saguenay Terminals
Philippines— Manila.....	{February 18 April 7	City of Chester City of Coventry	McLean Kennedy McLean Kennedy
Portugal— Lisbon.....	{February 17-24 February 20-25	Mont Clair A Ship	Montreal Shipping Montreal Shipping
Saudi Arabia— Jeddah.....	February 24	Höegh Silverspray	Kerr Steamships
Singapore.....	{February 18 April 7	City of Chester City of Coventry	McLean Kennedy McLean Kennedy
United Kingdom— Avonmouth.....	{February 13-17 February 20-27	*Dorelian (r) Delilian (r)	Cunard Donaldson Cunard Donaldson
Glasgow.....	February 11-17	Norwegian	Cunard Donaldson
Hull.....	{February 10-13 February 24	Consuelo (r) Sacramento (r)	McLean Kennedy McLean Kennedy
Leith..... Newcastle.....	February 21-27	Cairnvalona	Furness Withy
Liverpool.....	{February 8-15 February 15 February 22 February 24 February 27 February 28 March 1 March 15 March 29	Vandalia *Empress of France (r) Fanad Head *Beaverburn Ramore Head Inishowen Head *Empress of Canada (r) *Empress of France (r) *Empress of Canada (r)	Cunard Donaldson Canadian Pacific McLean Kennedy Canadian Pacific McLean Kennedy McLean Kennedy Canadian Pacific Canadian Pacific Canadian Pacific
London.....	{February 15 March 5	*Beaverlake (r) *Beaverdell (r)	Canadian Pacific Canadian Pacific
Manchester.....	{February 15-18 February 22-25 March 1-4	Manchester Progress (r) Manchester Shipper (r) Manchester Commerce(r)	Furness Withy Furness Withy Furness Withy
Venezuela— Puerto Cabello..... La Guaira..... Maracaibo.....	February 14-15	*Congo	Saguenay Terminals
Puerto Cabello..... La Guaira.....	February 27-28	A Ship	Saguenay Terminals

DEPARTURES FROM VANCOUVER

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East—			
Cape Town.....	February 17	<i>Silversandal</i>	Dingwall Cotts
Port Elizabeth.....	March 10	<i>Silverteak</i>	Dingwall Cotts
East London.....	March 19	<i>Manoeran</i>	Dingwall Cotts
Durban.....			
Argentina—			
Buenos Aires.....	February 24	<i>P. & T. Trader</i> (r)	Kingsley Navigation
	March 5	<i>Falkanger</i>	Empire Shipping
	March 13	<i>Bullaren</i>	Empire Shipping
	April 5	<i>Ravnanger</i>	Empire Shipping
Australia—			
Sydney.....	Late February	<i>Ventura</i>	Dingwall Cotts
Melbourne.....	March	<i>Parramatta</i>	Empire Shipping
Adelaide.....			
Belgium—			
Antwerp.....	February 14-15	<i>Golden Gate</i> (r)	Gardner Johnson
	February 20	<i>Wyoming</i>	Empire Shipping
	February 25	<i>Abraham Lincoln</i>	Anglo-Canadian
	February 25-26	<i>Uruguay</i> (r)	Gardner Johnson
	March 4	<i>Brandanger</i>	Canada Shipping
	March 6	<i>Winnipeg</i>	Empire Shipping
	March 12-13	<i>Bio Bio</i> (r)	Gardner Johnson
	March 18	<i>Robin Gray</i>	Anglo-Canadian
	April 6-7	<i>Guayana</i> (r)	Gardner Johnson
	April 19-20	<i>Seattle</i> (r)	Gardner Johnson
Brazil—			
Rio de Janerio.....	February 24	<i>P. & T. Trader</i> (r)	Kingsley Navigation
Santos.....	March 5	<i>Falkanger</i>	Empire Shipping
	March 7	<i>Mormacgulf</i> (r)	Balfour Guthrie
	April 5	<i>Ravnanger</i>	Empire Shipping
Canal Zone—			
Balboa.....	February 17-18	<i>Coastal Adventurer</i>	Gardner Johnson
Panama City.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
	March 7-8	<i>Santa Adela</i> (r)	Gardner Johnson
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 13	<i>Bullaren</i>	Empire Shipping
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Balboa.....	February 24	<i>P. & T. Trader</i> (r)	Kingsley Navigation
Balboa.....	March 7	<i>Mormacgulf</i> (r)	Balfour Guthrie
Cristobal.....			
Cristobal.....	February 17-18	<i>Coastal Adventurer</i>	Gardner Johnson
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Ceylon—			
Colombo.....	March 3	<i>Salatiga</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
Chile—			
Antofagasta.....	March 5	<i>Falkanger</i>	Empire Shipping
Valparaiso.....			
San Antonio.....	April 5	<i>Ravnanger</i>	Empire Shipping
Arica.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
Antofagasta.....	March 7-8	<i>Santa Adela</i> (r)	Gardner Johnson
Valparaiso.....			
China—			
Shanghai.....	February 16-17	<i>Oregon Mail</i> (r)	Canadian Blue Star
	March 12	<i>Vingnes</i>	Empire Shipping
Colombia—			
Barranquilla.....	February 17-18	<i>Coastal Adventurer</i>	Gardner Johnson
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 13	<i>Bullaren</i>	Empire Shipping
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Buenaventura.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
	March 7-8	<i>Santa Adela</i> (r)	Gardner Johnson

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent	
Costa Rica— Puntarenas.....	February 17-18	<i>Coastal Adventurer</i>	Gardner Johnson	
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson	
	March 13	<i>Bullaren</i>	Empire Shipping	
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson	
Cuba— Havana.....	March 19	<i>Stromboli</i>	Empire Shipping	
	Havana..... Santiago.....	February 25	<i>Aristotelis</i>	Empire Shipping
Denmark— Copenhagen.....	March 27	<i>Malacca</i>	Johnson Walton	
Ecuador— Guayaquil.....	February 27-28 March 7-8	<i>Santa Leonor</i> <i>Santa Adela</i> (r)	Gardner Johnson Gardner Johnson	
El Salvador— La Libertad.....	March 13	<i>Bullaren</i>	Empire Shipping	
La Libertad..... La Union.....	February 17-18 February 27-28	<i>Coastal Adventurer</i> <i>Santa Leonor</i>	Gardner Johnson Gardner Johnson	
	March 7-8	<i>Santa Adela</i>	Gardner Johnson	
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson	
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson	
Fiji Islands— Suva.....	March	<i>Thor I</i>	Empire Shipping	
France— Marseilles.....	March 19	<i>Stromboli</i>	Empire Shipping	
	Le Havre..... Dunkirk.....	February 20 March 6	<i>Wyoming</i> <i>Winnipeg</i>	Empire Shipping Empire Shipping
	Le Havre.....	March 4 March 18	<i>Brandanger</i> <i>Robin Gray</i>	Canada Shipping Anglo-Canadian
Germany— Bremen..... Hamburg.....	February 20 March 6 March 18	<i>Wyoming</i> <i>Winnipeg</i> <i>Robin Gray</i>	Empire Shipping Empire Shipping Anglo-Canadian	
	Hamburg.....	February 14-15 February 25-26 March 12-13 April 6-7 April 19-20	<i>Golden Gate</i> (r) <i>Uruguay</i> (r) <i>Bio Bio</i> (r) <i>Guayana</i> (r) <i>Seattle</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson Gardner Johnson
Bremen.....	February 15	<i>Duivendyk</i>	Royal Mail Lines	
Greece— Piraeus.....	March 18	<i>Keystone State</i>	Anglo-Canadian	
Guatemala— San Jose.....	February 17-18 February 27-28 March 7-8 March 12-13 March 13 March 28-30	<i>Coastal Adventurer</i> <i>Santa Leonor</i> <i>Santa Adela</i> (r) <i>Gunner's Knot</i> <i>Bullaren</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson Gardner Johnson Gardner Johnson Empire Shipping Gardner Johnson	
	Hong Kong	February 16-17	<i>Oregon Mail</i> (r)	Canadian Blue Star
		March 1	<i>Tranquebar</i>	Johnson Walton
		March 1	<i>Charles E. Dant</i>	Dodwell Company
		March 5	<i>Alex Salen</i>	Canada Shipping
March 12		<i>Sunnyville</i>	Balfour Guthrie	
March 13		<i>Montana</i>	Dodwell Company	
March 14		<i>Kookaburra</i>	Empire Shipping	
March 14 March 27	<i>Vingnes</i> <i>Serampore</i>	Empire Shipping Johnson Walton		
India— Bombay.....	March 3 April 3	<i>Salatiga</i> <i>Silverash</i>	Dingwall Cotts Dingwall Cotts	

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator of Agent
India—Con.			
Madras.....	March 14	<i>Samarinda</i>	Dingwall Cotts
Calcutta.....	April 14	<i>Tawali</i>	Dingwall Cotts
Indonesia—			
Batavia.....	March 3	<i>Salatiga</i>	Dingwall Cotts
Samarang.....	March 14	<i>Samarinda</i>	Dingwall Cotts
Soerabaya.....	April 3	<i>Silverash</i>	Dingwall Cotts
Cheribon.....	April 14	<i>Tawali</i>	Dingwall Cotts
Ireland—			
Dublin.....	March 27	<i>Malacca</i>	Johnson Walton
Israel—			
Haifa.....	February 5	<i>Aristotelis</i>	Empire Shipping
Tel-Aviv.....	Late March	<i>A Ship</i>	Empire Shipping
Italy—			
Genoa.....	March 18	<i>Stromboli</i>	Empire Shipping
Naples.....			
Venice.....			
Genoa.....	March 18	<i>Keystone State</i>	Anglo-Canadian
Venice.....			
Jamaica—			
Kingston.....	Late February	<i>A Ship</i>	Empire Shipping
Japan—			
Yokohama.....	February 16-17 February 24-25	<i>Oregon Mail (r)</i> <i>India Mail</i>	Canadian Blue Star Canadian Blue Star
Kobe.....	March 1	<i>Charles E. Dant</i>	Dodwell Company
Nagoya.....			
Yokohama.....			
Yokohama.....	March 13	<i>Montana</i>	Dodwell Company
Malaya—			
Penang.....	March 3 April 3	<i>Salatiga</i> <i>Silverash</i>	Dingwall Cotts Dingwall Cotts
Port Swettenham.....			
Mexico—			
Manzanillo.....	February 17-18 March 12-13 March 28-30	<i>Coastal Adventurer</i> <i>Gunner's Knot</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson Gardner Johnson
Acapulco.....			
Netherlands—			
Rotterdam.....	February 20 March 6 March 27	<i>Wyoming</i> <i>Winnipeg</i> <i>Malacca</i>	Empire Shipping Empire Shipping Johnson Walton
Amsterdam.....			
Antwerp.....	February 16	<i>Duivendyk</i>	Royal Mail Lines
Rotterdam.....	March 4 March 18	<i>Brandanger</i> <i>Robin Gray</i>	Canada Shipping Anglo-Canadian
Netherlands Antilles—			
Curacao.....	February 24	<i>P. & T. Trader (r)</i>	Kinglsey Navigation
New Caledonia—			
Noumea.....	March	<i>Thor I</i>	Empire Shipping
New Hebrides—			
Port Vila.....	March	<i>Thor I</i>	Empire Shipping
Norway—			
Bergen.....	February 25	<i>Abraham Lincoln</i>	Anglo-Canadian
Oslo.....			
Pakistan—			
Karachi.....	March 3 April 3	<i>Salatiga</i> <i>Silverash</i>	Dingwall Cotts Dingwall Cotts
Persian Gulf.....	March 3 April 3	<i>Salatiga</i> <i>Silverash</i>	Dingwall Cotts Dingwall Cotts

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Peru— Callao..... Mollendo.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
	March 1	<i>Charles E. Dant</i>	Dodwell Company
	March 1-8	<i>Santa Adela</i> (r)	Gardner Johnson
	March 5	<i>Falkanger</i>	Empire Shipping
	March 6	<i>Montana</i>	Dodwell Company
	April 5	<i>Ravnanger</i>	Empire Shipping
Philippines— Manila..... Iloilo..... Cebu.....	February 16-17	<i>Oregon Mail</i> (r)	Canadian Blue Star
	February 24-25	<i>India Mail</i>	Canadian Blue Star
	March 1	<i>Charles E. Dant</i>	Dodwell Company
	March 12	<i>Sunnyville</i>	Balfour Guthrie
	March 13	<i>Montana</i>	Dodwell Company
	March 14	<i>Vingnes</i>	Empire Shipping
	April 12	<i>Francisville</i>	Balfour Guthrie
	March 14	<i>Samarinda</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
	April 14	<i>Tawali</i>	Dingwall Cotts
Manila..... Cebu.....	March 1	<i>Tranquebar</i>	Johnson Walton
	March 3	<i>Salatiga</i>	Dingwall Cotts
	March 5	<i>Alex Salen</i>	Canada Shipping
	March 14	<i>Kookaburra</i>	Empire Shipping
	March 27	<i>Serampore</i>	Johnson Walton
Samoa— Apia.....	March	<i>Thor I</i>	Empire Shipping
Singapore	March 3	<i>Salatiga</i>	Dingwall Cotts
	March 12	<i>Sunnyville</i>	Balfour Guthrie
	March 14	<i>Samarinda</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
	April 12	<i>Francisville</i>	Balfour Guthrie
	April 14	<i>Tawali</i>	Dingwall Cotts
Society Islands— Papeete.....	March	<i>Thor I</i>	Empire Shipping
Spain— Barcelona.....	March 19	<i>Stromboli</i>	Empire Shipping
Sweden— Stockholm..... Gothenburg..... Malmo.....	February 14-15	<i>Golden Gate</i> (r)	Gardner Johnson
	February 25-26	<i>Uruguay</i> (r)	Gardner Johnson
	March 12-13	<i>Bio Bio</i> (r)	Gardner Johnson
	April 6-7	<i>Guayana</i> (r)	Gardner Johnson
	April 19-20	<i>Seattle</i> (r)	Gardner Johnson
Tonga— Nukualofa.....	March	<i>Thor I</i>	Empire Shipping
Trieste	March 18	<i>Stromboli</i>	Empire Shipping
	March 18	<i>Keystone State</i>	Anglo-Canadian
Trinidad	February 24	<i>P. & T. Trader</i>	Kingsley Navigation
United Kingdom— Liverpool.....	February 28	<i>Pacific Star</i>	Canadian Blue Star
	March 27	<i>Malacca</i>	Johnson Walton
	February 28	<i>Carmia</i>	Balfour Guthrie
	March 3	<i>Gracia</i>	Balfour Guthrie
	March 28	<i>Cape Hawke</i>	Balfour Guthrie
	February 15	<i>Duivendyk</i>	Royal Mail Lines
	February 25	<i>Abraham Lincoln</i>	Anglo-Canadian
	March 27	<i>Pacific Exporter</i> (r)	Furness Withy
	April 7	<i>Pacific Shipper</i> (r)	Furness Withy

DEPARTURES FROM VANCOUVER—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—	February 14-15	<i>Golden Gate</i> (r)	Gardner Johnson
Con.	February 15	<i>Durango</i>	Royal Mail Lines
Unstated Ports.....	February 25-26	<i>Uruguay</i> (r)	Gardner Johnson
	March 12-13	<i>Bio Bio</i> (r)	Gardner Johnson
	April 6-7	<i>Guayana</i> (r)	Gardner Johnson
	April 19-20	<i>Seattle</i> (r)	Gardner Johnson
Uruguay—			
Montevideo.....	March 5	<i>Falkanger</i>	Empire Shipping
	April 5	<i>Ravnanger</i>	Empire Shipping
Venezuela—			
Maracaibo.....	March 13	<i>Bullaren</i>	Empire Shipping
Puerto Cabello.....			
La Guaira.....			
Guanta.....			
Puerto Cabello.....	February 24	<i>P. & T. Trader</i> (r)	Kingsley Navigation
La Guaira.....			
Maracaibo.....	February 17-18	<i>Coastal Adventurer</i>	Gardner Johnson
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Virgin Islands—			
St. Thomas.....	March 27	<i>Malacca</i>	Johnson Walton

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.....	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 to St. John's.....	Fortnightly.....	Blue Peter Steamships
Saint John to St. John's.....	Fortnightly.....	Clarke Steamships

Canadian Chemical Manufacturing Increased Last Year

The estimated value of chemicals manufactured in Canada in 1948 was \$142,255,000, showing an increase of 14 per cent over the preceding year's total of \$124,813,000.

The production of acids rose in value from \$9,993,000 in 1947, to \$12,178,000, sodium compounds from \$10,081,000 to \$11,994,000, organic chemicals from \$21,341,000 to \$29,309,000, compressed and liquefied gases from \$14,298,000 to \$15,916,000, fertilizer chemicals from \$35,751,000 to \$40,868,000, and other chemicals from \$16,541,000 to \$18,934,000.—(Dominion Bureau of Statistics, December 8, 1949)

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 TICHEM, 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 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 Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Commercial Secretary, Office of the High Commissioner for Canada. 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, Tuason Building, 8-12 Escolta, Binondo. 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, Adlerley 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, Esquira Veroes. Address for letters: Apartado 3306.

Territory includes Netherlands Antilles.

Foreign Exchange Quotations

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

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations Jan. 23	Nominal Quotations Jan. 31
Argentina	Peso	Off.	·2977	·3275	·3275
		Free	·2085	·1222	·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	·	·	·2310	·2310
Chile	Peso	Off.	·0235	·0183	·0183
Colombia	Peso	·	·5128	·5641	·5641
Costa Rica	Colon	·	·1800	·1980	·1980
Cuba	Peso	·	1·0000	1·0000	1·0000
Czechoslovakia	Koruna	·	·0200	·0220	·0220
Denmark	Krone	·	·2084	·1592	·1592
Dominican Republic	Peso	·	1·0000	1·0000	1·0000
Ecuador	Sucre	·	·0740	·0815	·0815
Egypt	Pound	·	4·1330	3·1587	3·1587
El Salvador	Colon	·	·4000	·4400	·4400
Fiji	Pound	·	3·6306	2·7748	2·7748
Finland	Markka	·	·0062	·0048	·0048
France, Monaco and French North Africa	Franc	Off.	·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	1·0000	1·0000
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	3·0800	3·0800
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	1·0000	1·0000
Paraguay	Guarani	·	·3200	·	·
Peru	Sol	·	·1538	·0688	·0688
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	·2561	·2561
Thailand	Baht	·	·1000	·	·
Turkey	Lira	·	·3571	·	·3911
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	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·7241	·7241
Venezuela	Bolivar	·	·2985	·3289	·3289
Yugoslavia	Dinar	·	·0200	·	·