

FOREIGN TRADE

OTTAWA, JANUARY 6, 1951

Published weekly by
FOREIGN TRADE SERVICE
Department of Trade and Commerce

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COVER SUBJECT—Tea plucker in Ceylon, from which Canada imported 17.9 million pounds of tea, valued at \$9.4 million, in 1949. Colombo, capital of Ceylon, has been selected as headquarters of the Council for Technical Co-operation, the purpose of which is to assist in the development of South and South-East Asia. The over-all plan, which involves an estimated expenditure of \$5.2 billion, has been designed to provide some 570 millions, making up one-quarter of the world's population with a measure of hope for their immediate happiness and ultimate prosperity. Information concerning the Technical Assistance Service, established in Canada, appears on page 2 of this issue of Foreign Trade.

Price 10 cents

Technical Assistance Service for South-East Asia is Established

New unit will also be responsible for facilitating Canadian co-operation in the Technical Assistance Program of the United Nations, concerning which an article will be published in a subsequent issue of "Foreign Trade".

(Editor's Note—Copies of the report by the Commonwealth Consultative Committee on the Colombo Plan for Co-operative Economic Development in South and South-East Asia may be obtained from the King's Printer, Government Printing Bureau, Ottawa, for 50 cents a copy.)

ADMINISTRATION in Canada of a plan for the provision of technical assistance to South and South-East Asia will be the responsibility of the Department of Trade and Commerce, in which a new unit has been established to supervise and co-ordinate requests for technical assistance received from agencies abroad. This unit, which will be known as the "Technical Assistance Service", will be in charge of Mr. T. J. Brook, as Director.

Governments of Australia, Canada, Ceylon, India, New Zealand, Pakistan and the United Kingdom have recognized the urgent need for further technical assistance, additional to that available from other sources, to promote the economic development of South and South-East Asia, in an effort to raise the living standards of peoples in that area. They resolved, therefore, to establish a Council for Technical Co-operation in South and South-East Asia, and approved an expenditure of £ 8 million sterling over a period of three years, commencing July 1, 1950, for providing the necessary technical assistance.

The headquarters of the council, consisting of one representative from each co-operating government, has been established in Colombo, where a bureau to assist in the performance of its duties is located. The director of this bureau shall maintain and make available to all co-operating governments a record of all sources of technical assistance available to the area through any international or national agency. He will maintain liaison with the United Nations and the specialized agencies, and with all other organizations or countries not members of the scheme, which are presently providing technical assistance within South and South-East Asia.

Data Will be Collated by Bureau in Colombo

Each co-operating government will furnish the director, in Colombo, with a statement of the types of technical assistance which it can make available, and will from time to time supplement such information. Technical assistance provided under the scheme will be arranged on a bilateral basis by agreement between the co-operating governments. The terms and conditions upon which assistance is provided will, in every case, be solely a matter for the governments concerned. Bilateral arrangements do not exclude joint schemes where more than two co-operating countries are involved.

Contributing governments will, in the normal course, be expected to bear the costs of basic salaries of persons whom it makes available

under the scheme. The government to which experts are made available will, in the normal course, be expected to bear the local costs of the experts, including subsistence and travelling.

So far as practicable, the country from which trainees are sent will defray the costs arising in connection with trainees in their own country, while the government providing training will bear all costs of training arising within its own territories, including allowances for the maintenance of trainees.

Any co-operating government may, as a contribution under the scheme, offer to defray the costs of obtaining technical assistance or training facilities, including the endowment of existing institutions, in any other country. In the event that the facilities needed to satisfy an application for technical assistance cannot be provided by one of the contributing countries, the council will try to arrange for the costs to be met from the uncommitted part of the contribution offered by other co-operating governments.

Preliminary Requirements of Overseas Experts

| Type of expert | India | Pakistan | Ceylon | Malaya and Brit. Borneo |
|---|------------|------------|------------|----------------------------|
| Agriculture | 37 | 38 | 9 | 11 |
| Fisheries | 6 | 12 | 1 | 1 |
| Miscellaneous industrial experts | 8 | 12 | 8 | 4 |
| Engineers— | | | | |
| Civil | 25 | 69 | 22 | 10 |
| Mechanical | 339 | 58 | 2 | 3 |
| Electrical | 36 | 51 | ... | 1 |
| Chemical | 11 | 39 | 3 | ... |
| Other* | 41 | ... | 20 | 11 |
| Industrial chemists | 1 | 27 | 3 | ... |
| Statisticians, etc. | 2 | 8 | ... | 1 |
| Research chemists | 18 | 42 | ... | ... |
| Medical | 49 | 25 | 2 | 5 |
| Education | 13 | 30 | 1 | 8 |
| Civil engineering superintendents and foremen | ... | 12 | 22 | ... |
| Miscellaneous | 52 | 37 | 82 | 4 |
| Total | 638 | 460 | 154 | 59 |

* Includes civil, mechanical, electrical and chemical engineers, where these form part of a group which cannot be subdivided. Where the exact number wanted is unknown, the requirement has been shown as 1.

The length of time for which a particular man is needed varies from a few months to three or more years, and one man may be able to satisfy a number of needs in one or more countries. It might not, however, be unreasonable to estimate that at any one time during the period of the execution of the programs, these countries together will be calling for the assistance of between 500 and 750 highly qualified experts from abroad. Trained men of all types are also likely to be required in substantial numbers by the non-Commonwealth countries of the area, as is clear from the surveys undertaken by the Economic Commission for Asia and the Far East.

Co-operation of Government Departments Sought

The co-operation of federal government departments and agencies is sought in the promotion of this technical assistance program, the success of which may depend on the sacrifices of some departments in making available the services of trained employees. The attention of federal civil servants is directed to the fact that, should they accept a temporary appointment under an approved technical assistance program, their positions would be held open. Nor would the seniority of the

employee be affected. Superannuation rights and benefits will be maintained, but the six per cent contribution will be levied only on the amount of the civil service salary at the time of recruitment. A civil servant recruited under the Colombo Plan will receive special allowances over and above his regular salary to compensate for added responsibilities, inconvenience and increased expenditures.

Plan Discussed in Colombo Last January

The "Colombo Plan" first took form at a meeting in Colombo, Ceylon, in January, 1950, of cabinet ministers from seven Commonwealth countries. At a subsequent meeting in Sydney, Australia, last May, it was decided that each country should determine its requirements over a period of six years, on the assumption that assistance would be forthcoming from both Commonwealth and other countries. Another meeting was held in London last September, when the various projects and indicated needs of each nation were considered, and later embodied in a report that has just been made public. It is estimated that the plans, as outlined, would involve an expenditure of £1,900 million, or approximately \$5,200 million over a period of six years. Of this sum, £785 million, or \$2,200 million, would be furnished by the countries of South and South-East Asia, while the remaining £1,085 million, or some \$3,000 million, would have to be supplied by other lands. It was estimated that £246 million, or nearly one-quarter of the amount required from outside countries, would be provided through the release by Great Britain of sterling balances owned by the countries concerned. The other Commonwealth governments are considering the extent to which they can contribute financially, or in other ways, to the overall program.

It was proposed that 32 per cent of the funds provided should be used for the development of agriculture, including flood control, irrigation and hydropower projects; 34 per cent for transport and communications; 6 per cent for industry and mining; and 18 per cent for urgent improvements in educational and health facilities, and other social plans. Targets for the six-year program include an increase of 6,000,000 tons in the production of foodgrains, an addition of 13,000,000 acres under irrigation, and an increase in electric generating capacity of more than a million kilowatts.

Director of Service Has Wide Experience in India



T. J. Brook

Mr. Brook, who has been appointed director of the technical assistance service, was born in Toronto on June 17, 1905, and received his education in that city and the United States, graduating from Bethel College, Newark, N.J., in 1927. He has spent a number of years in India and the Far East, during which period he conducted a tour of fifty hospitals in India and Burma and twenty-five clinics in Ceylon, that formed the basis of a report on Hospitalization in India. He also made a survey of cottage and home industries in India, and served for a period as adviser to the British Government in that country on marketing various products. On his return to this continent, Mr. Brook undertook a lecture tour of the United States, during which he discussed conditions in South

and South-East Asia. He then took a course in public and business administration at Northwestern University, Chicago, and the University of California. Mr. Brook joined the Wartime Prices and Trade Board in April, 1942, being concerned with policies involving the standardization of industry and the National Conservation Program. Mr. Brook returned to India in 1947, after severing his connections with the public service, in order to investigate the possibilities of developing further trade between Canada and that country. He was in New Delhi when India gained Dominion status, and familiarized himself with changes in the economic position of the sub-continent. Mr. Brook became associated more recently with the Civil Service Commission, in Ottawa, reviewing administrative policies and general organization methods in several government departments.

United Kingdom Exports and Imports Rise

London, December 14, 1950.—(FTS)—United Kingdom exports in November were valued at £211·9 million, exceeding the October record figure by £9·7 million. The monthly average of exports in the two months October-November was 14 per cent more than in the third quarter, and 21 per cent more than in the first half of the year.

The value of United Kingdom exports to the United States in November was £13·8 million. This was £600,000 above the October total and £5 million above the average for the first ten months of the year.

Exports to Canada were £14·5 million, being £2·4 million more than in October, and £4·4 million above the average for the first ten months of the year.

Imports in November amounted to £234·5 million, a rise of £11·5 million over October, and of £33·5 million over November, 1949.

The surplus of imports over exports and re-exports in November was £12·3 million, compared with £11·4 million in October.

Malaya Increases Export Duty on Rubber

Singapore, December 6, 1950.—(FTS)—Effective January 1, 1951, the Federation of Malaya will impose a higher export duty on rubber. As the new rate was somewhat complicated in its assessment, and represented a substantial increase, strong protests were presented to the government by interested chambers of commerce, rubber dealers associations and rubber producers associations. As a result, a conference was held at Kuala Lumpur, following which a revised scale of duties was announced. The new rate is based on a sliding scale, depending on the preceding fortnightly average of noon prices for No. 1 R.S.S., f.o.b. Singapore. Between January 1, 1951, and April 4, 1951, the maximum total rate of duty will be \$0.20½ Malayan per pound, compared with the present rate of \$0.08½ Malayan per pound, based on the current market price.

The object of this new duty is to provide increased funds for the large-scale social and economic welfare plan of the federation, to aid in the financing of the expensive anti-bandit campaign now being waged in Malaya, and also to establish a fund to finance replanting and new planting of rubber.

During the first nine months of 1950, shipments of Malayan rubber to Canada totalled 25,700 long tons, valued at Malayan \$40 million. Malayan exports of rubber to Canada for the same period in 1949 consisted of 23,000 long tons, valued at Malayan \$16 million.

India Encourages Local Firms to Manufacture Cars and Trucks

India now has twelve firms engaged in assembling cars and trucks, with a capacity of approximately 80,000—Estimated requirements for next four years are 30,000 vehicles per annum—Import duties on cars and trucks revised—Shortage of foreign exchange is industry's main difficulty.

(One rupee equals Can.\$0.2203)

NEW DELHI, December 15, 1950.—(FTS)—Recognizing the important role of automobiles in the defence of a country and its general economic development, the government of India is encouraging the manufacture of cars and trucks, as well as their component parts. The industry in India is still in an infant stage. There were two factories in this country before the Second World War, General Motors India, Limited, in Bombay, and the Ford Motor Company of India, Limited, also in Bombay, which were engaged in the assembly of motor cars and trucks. There are now twelve firms engaged in assembling automobiles, and the capacity has been increased from less than 30,000 a year to approximately 80,000.

The manufacture of automobiles has also made headway during the last few years. In 1944, the first Indian automobile firm, Hindustan Motors, was floated in Calcutta under the chairmanship of the Birla brothers, well-known Indian industrialists, with an authorized capital of Rs.100 million. The firm entered into a technical assistance agreement with Nuffields of the United Kingdom and Studebaker of the United States. The firm went into production in 1948. At the present time, the installed capacity of the firm is 16,200 vehicles. Their paid-up capital is Rs.49,799,700, and they assemble "Champion" and "Commander" Studebaker cars, Studebaker trucks and Hindustan 14 hp cars with Nuffield engines. They assembled 2,382 cars and trucks in 1948 and 2,516 in 1949.

Another Indian firm, Premier Automobiles, Bombay, came into existence in 1946, with an authorized capital of Rs.50 million. They entered into a technical aid program with Chrysler of the United States, which program has been split up into three stages: manufacture of simpler parts such as radiators, tail pipes, exhaust mufflers and petrol tanks; more difficult parts such as transmission springs, smaller body brushings, brakes and forgings; and engines. Machinery for the first stage was installed by 1947, and the bulk of the machinery for the second and third stages is on order at present. The Premier plant has a total capacity of 12,600 cars and trucks annually (Dodge, Desoto and Plymouth cars, and Dodge, Desoto and Fargo trucks).

Austin Cars and Trucks Being Built by Indian Unit

A third Indian unit, Ashok Motors of Madras, started operations in September, 1949, and is to be mainly an assembly plant. This firm intends to undertake the manufacture of components for building Austin cars and trucks in India, with the help of other components available in the country from other Indian firms. They have a total capacity of 6,000 cars and trucks annually and their paid-up capital amounts to Rs.3,239,515.

Two other firms, one Indian and one non-Indian, have also shown interest in the development of the automobile industry in this country.

The Standard Motors Company (India) Limited, Madras, was formed in 1948 and has just completed the assembly section of their factory. The other firm, the Rootes group of the United Kingdom, has recently purchased an existing plant near Bombay, and has commenced assembly of Hillman and Humber cars and Commer Karrier and Hillman trucks, their installed capacity being 3,000 a year. They intend ultimately to manufacture these vehicles in this country.

Besides these, there are the two prewar firms—General Motors, Bombay, with an annual capacity of 15,000 cars and trucks, and Ford, Bombay, which has an annual capacity of 14,400. The latter firm has been permitted to assemble cars imported in semi-knocked-down condition. All the other assembly plants mentioned are assembling cars in completely knocked down condition. The other assembly plants in India, of minor importance, are: Peninsular Motor Corporation Ltd., Calcutta, which has a capacity of 4,800; Mahindra and Mahindra Ltd., Bombay, with a capacity of 1,500 jeeps; Dewar's Engineering Works, Calcutta, with a capacity of 750 Albion trucks and Land Rovers; French Motor Car Co. Ltd., Bombay, with a capacity of 1,500 Morris cars and trucks; and Addison & Co. Ltd., Madras, also assembling Morris cars and trucks.

The late Planning and Development Department of the government of India set up a panel on the automobile and tractor industry whose report was published in 1947. The panel recommended that the government should take steps to bring about the creation of this industry, in view of its importance in national life. They also recommended that production should be confined, in the preliminary stages, to passenger cars of two ratings only—8-10 hp. and 20-25 hp.; trucks of popular standards, e.g., 134" and 158" wheel base; and that capacity should be developed for forgings and castings.

Resources of Principal Firms to be Pooled

The panel did not recommend any definite target for motor vehicles. However, it is estimated that India requires 30,000 vehicles per annum for the next four years, and the annual demand from 1954 onwards is estimated to be in the neighbourhood of 40,000 to 50,000 vehicles. It is expected that the total production of the five units which have already submitted their manufacturing program to the government, Hindustan Motors, Premier Automobiles, Ashok Motors, Standard Motors and the Rootes Group, will reach the present estimated demand. For a country like India, 30,000 cars and trucks per annum is not a very high figure, but the demand is not likely to rise unless the prices of vehicles can be suitably reduced to suit the pocket of the average middle-class man. According to the standards of the United States and Great Britain, the capacities of these units are not sufficient to make them an economic proposition. Nevertheless, in view of the immense potential demand, the existence of about half a dozen automobile factories in India is considered justifiable, and considering the fact that some 4,000 items are used in a motor vehicle, it is felt that no single plant can make all the components required. Therefore, the government is planning to pool the resources of the main firms, particularly for items which can be used in the industry as a whole, with a view to making the country as nearly as possible self-sufficient in automobiles at an early date. At present about 110 small firms situated in the main engineering centres are engaged in manufacturing motor car components.

Certain firms with manufacturing programs, particularly Hindustan Motors, have for some time been representing to the government that, unless they were given sufficient protection against foreign competition it

would not be worthwhile their embarking on manufacturing schemes. To investigate their claims, the former Minister for Industry and Supply, appointed a committee in 1949 to examine the manufacturing progress already achieved, and the possibility of more components being manufactured by the existing firms. This committee included, the representatives of the concerns having a manufacturing program, the representatives of certain other automobile firms, and representatives of the Ministries of Transport, Defence, Finance, and Industry and Supply. The committee submitted a detailed report in July last year indicating the components already made in the country, those which could be manufactured within the next two years, and those which it might not be feasible for India to produce within that period. The following is a tentative classification on these lines:—

(A) Components already made in India

Gaskets, rubber mountings, hose pipes other than brake hose pipes, fuel pump diaphragms, fan belts, other rubber components, mufflers, exhaust pipes and tail pipes.

Batteries, carbon brushes, tires and tubes, brake fluid.

Cushion springs, door and window fittings, bus bodies, station wagon bodies, truck bodies, steel cabs for lorries, bus seats, pick-up bodies, panel van bodies, oil and enamel paints.

Tire levers, starting handles and hand pumps.

Most of these articles are already manufactured to the standard required by the automobile industry, for almost all types of cars and trucks, and the rest of the items can be manufactured for all types of cars and trucks within one year.

(B) Components likely to be made within the next two years

Brake hose pipes, B crankshafts, camshafts, cams, connecting rods, cylinder blocks, cylinder heads, manifolds, valves and valve springs, flywheel, petrol tank, air-cleaner, radiator, oil filter, fan, cylinder liners, pistons, gudgeon pins, fuel pump, water pump, forgings and castings, timing gears.

Starting motor, generator, head lamps and other lamps, bulbs, fuses, switches, voltage and current regulator, ignition coil, cables and wires, horns.

Ball and roller bearings, front and rear springs, king pins, shackle pins, bumpers, shock absorbers, spring hangar brackets, shackles, clutch, transmission gears and gearbox, propeller shafts, universal joints, rear axle, front axle, brake drums.

Bolts, nuts and screws, seat runners, short members of chassis frame, cellulose paints.

Grease guns.

(C) Components which it is hoped will be made in India in two to five years

Carburettors, oil pumps.

Distributor, spark plugs, direction indicators, electrical panel instruments, panel instruments other than electrical, windshield wipers.

Steering mechanism, wheels, brake cylinders.

Toughened glass sheets, body panels other than turret tops and sides for passenger cars, long members of chassis frame.

Turret tops and side panels are not likely to be manufactured in India for a considerable time.

On the question of protection of the motor car components industry, the general opinion of the committee, which was also the view of the assemblers, was that there was no need to give any measure of protection in the case of components, manufacture of which has not commenced in India. It was felt the government should wait until the initial production has commenced before considering the question of protecting such items.

The representative of the Hindustan Motors, however, pointed out that the manufacture of vital and costly parts, such as engines, transmission gears and axle components, cannot be taken up merely in the hope that some duty will be levied when the manufacture has been established. The cost involved would be so heavy that it would completely cripple the manufacturer unless he secured a ready sale for his products, which would be impossible under open competition with imported articles.

Import Duties on Cars and Trucks Revised

The committee's report was considered by the government of India, and it was ultimately agreed that the import duties should be revised as follows:—

| | Cars | | Trucks | |
|---------------------|--|-------------------------------------|--|-------------------------------------|
| | U.S. (Standard import duty) ad valorem | U.K. (Pref. import duty) ad valorem | U.S. (Standard import duty) ad valorem | U.K. (Pref. import duty) ad valorem |
| List (A)— | | | | |
| Existing rate | 60 per cent | 54 per cent | 30 per cent | 21 per cent |
| Revised rate | 60 per cent | 54 per cent | 60 per cent | 54 per cent |
| List (B)— | | | | |
| Existing rate | 60 per cent | 54 per cent | 30 per cent | 21 per cent |
| Revised rate | 90 per cent | 84 per cent | 90 per cent | 84 per cent |
| List (C)— | | | | |
| Existing rate | 60 per cent | 52 per cent | 30 per cent | 21 per cent |
| Revised rate | 30 per cent | 22½ per cent | 30 per cent | 22½ per cent |

The proposed changes in the tariffs were introduced as part of the budget proposals for 1950-51. During the course of the debates in Parliament on the Finance Bill, the revision of import tariffs as applicable to automobile components met considerable opposition. Some members objected in principle to "protection in advance", some appealed on behalf of the public and the dealers against the steep rise in prices which would of necessity follow this policy, others charged the government with favouritism towards the industrialists whose recommendations had been accepted. As a result the Ministers of Finance and of Industry and Supply, who were in office at that time, gave an assurance that the question of reclassification of automobile components into three categories would be re-examined by an expert committee, consisting of representatives of the manufacturers, importers and the government, which would also go into the question of the possibility of manufacturing various components in India. The revised import duties were ultimately approved by Parliament, and form part of the Finance Act of 1950.

It was decided some time ago that, after June 1950, all cars imported into India should be in completely knocked down condition. For import purposes, only recognized assemblers of cars from "CKD" condition and manufacturers were to be given monetary allocations. However, in view of representations received from some established firms that they had not been given sufficient time to make up their minds and draw up manufacturing programs, it has since been decided to continue the status quo up to the end of 1952. This will mean that the import of cars will be allowed for all the assemblers in "CKD" condition and for the Ford Motor Company in "SKD" condition.

The following tables give the import of cars and trucks since 1946, and also the number of cars and trucks assembled in the country during the last two years and in the first four months of 1950.

Indian Imports of Cars and Trucks

| | Cars | Trucks | Total |
|---------------|--------|--------|--------|
| 1946-47 | 10,683 | 8,654 | 19,337 |
| 1947-48 | 21,789 | 13,685 | 35,474 |
| 1948-49 | 17,482 | 21,239 | 38,721 |
| 1949 | 5,496 | 10,649 | 16,145 |

Cars and Trucks Assembled in India

| | | | |
|---------------------------------|--------|--------|--------|
| 1948 | 12,522 | 15,641 | 28,163 |
| 1949 | 6,672 | 15,137 | 21,809 |
| 1950 (January-April only) | 1,337 | 3,210 | 4,547 |

The figures for 1948 and 1949 include "SKD" also.

The main difficulty the industry faces is the shortage of foreign exchange, because of which the import ceilings have had to be limited. At present there is no control on sales and distribution of automobiles. Import of cars and trucks in "CKD" and "SKD" condition is permitted within a monetary ceiling, for January-June 1950, of Rs.40 millions from dollar areas and Rs.75 millions from non-dollar areas. The c.i.f. value adopted for the above ceilings is Rs.5,000 for cars from the United Kingdom, and an additional 44 per cent of this figure for those from the United States and Canada; Rs.5,760 for trucks from the United States and Canada, and Rs.4,000 for those from the United Kingdom. The import of certain rubber components, batteries and cables and wires which are successfully manufactured and approved by the recognized assemblers has been banned completely.

The prices of American cars and trucks have risen following the devaluation of the Indian rupee. Apart from this factor, the heavy taxation on private cars makes the ownership of his own car a heavy burden on the middle-class purchaser. A medium car, e.g. Hillman Minx or Vauxhall, costs about Rs.5,900 in Great Britain. By the time it reaches Madras the price has increased to Rs.6,700, with the inclusion of packing, freight, marine insurance and other charges. Harbour dues, landing charges, etc., add another Rs.70, and the Central Government charges a customs duty of about Rs.3,600 (54 per cent ad valorem), swelling the price to Rs.10,370. The small margin allowed for the dealer raises the retail price to Rs. 10,700, on which the purchaser has to pay a sales tax of three-quarters of an anna per rupee (16 annas=one rupee), about Rs.500. This makes the final price at the port Rs.11,200, almost double the cost price of the car in Britain. Also, there are Central Government and local states government taxes on petrol and tires, which make the cost of petrol in India the highest in the world, about Rs.2.10.0 per gallon. The latest available statistics, covering the year 1947, indicate that during that year only 126,000 passenger cars and 92,100 trucks were registered in pre-partition India. Because of the revised import duties on automobile components, commencing in April, 1950, there is a further rise in the prices of trucks and cars, as follows.

Car and Truck Prices in India

| | Old price | New price | Difference |
|------------------------------|-----------|-----------|------------|
| Cars (United States) | Rs.11,668 | Rs.12,336 | Rs. 668 |
| Cars (United Kingdom) | Rs.11,948 | Rs.12,635 | Rs. 687 |
| Trucks (United States) | Rs. 9,315 | Rs.11,844 | Rs.2,529 |
| Cars (United Kingdom) | Rs.10,238 | Rs.13,460 | Rs.3,222 |

The revised import duties will result in a slight increase in the price of cars and a substantial increase in the price of trucks. In order that the dealers will not be able to take advantage of the rise in landed cost, all automobile firms in India have agreed, at the government's request, to restrict the dealers' margin of profit to the level existing before April, 1950.

Steel Shortages Threaten Automobile Industry in Great Britain This Year

Deliveries, limited to 75 per cent of stated requirements in fourth quarter of 1950, to be further reduced—Planned expansion for first half of 1951 may have to be abandoned.

By R. P. Bower, Commercial Counsellor for Canada

LONDON, December 6, 1950.—Steel shortages, particularly of sheet and strip, threaten the British automobile industry during the coming year. Due partly to defence requirements, steel deliveries have had to be limited to 75 per cent of the stated needs of manufacturers in the fourth quarter of 1950. A further reduction in supplies is expected during the first quarter of 1951, when deliveries will be limited to 60 per cent of stated requirements.

In terms of tonnage, however, the reductions are not so severe as they seem, although the net effect may be to make inevitable a setback in the present rate of output. In some quarters the figure of 5 per cent to 10 per cent has been suggested.

There is some hope that the pre-October tonnages may be reinstated in the second quarter of 1951. This would be possible through the coming into production of the cold reduction plant at Margam. Until this is in operation, it is not expected that the industry will obtain any relief from the current sheet shortage.

Costs Rose Steadily in Past Year

Costs have been rising steadily in the United Kingdom over the past twelve months, and the motor car industry had hoped that increased production in 1951, by reducing unit costs, would enable makers to avoid price increases. Failure to expand output is almost certain to mean higher automobile prices next year. It is believed that expansion of output would be hampered, even if steel was in plentiful supply, because of other commodity shortages now developing, such as zinc and aluminum castings. Hides for seats and paper for gaskets are other materials in short supply.

Steel stocks in the hands of body builders are at an extremely low point, and insufficient to cushion any shocks that might arise from temporary interruptions of deliveries.

Frame and wheelmakers are also worried about future supplies of steel, while suppliers of components and accessories who depend on copper, zinc and other non-ferrous metals are meeting similar problems. The current rate of consumption exceeds supplies to such an extent that, in the opinion of the industry, output will have to be curtailed or a time will come when a halt in production will have to be called through lack of materials.

There are limits to the substitutes which can be employed. Even where satisfactory alternatives are available, the matter of re-tooling will present a serious problem, in addition to the inability of producers to expand production sufficiently should there be increased demands for supplies. Indications are that the expansion in production, which was planned for the first half of 1951, will have to be abandoned.

Argentina Expects Large Yield From Current Wheat Sowings

Decline in past three years likely to be offset by satisfactory progress of current crop—Basic price increased by President to equivalent of U.S.\$1.53 per bushel—Large wheat production being achieved at expense of corn, with total harvest estimated at 240·5 million bushels.

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

BUENOS AIRES, November 24, 1950.—Argentina has an increase of approximately 20 per cent in the area seeded to wheat this season, compared with that for last year. This is the highest since 1946-47. Although official crop figures have not been published for the last few years, the Minister of Agriculture said that preliminary estimates place the current area seeded to wheat at 6·6 million hectares (16·3 million acres), compared with a trade estimate of 5·5 million hectares last year. Trade circles also concur in the minister's estimate for this year's sowings.

The area sown to grain crops declined considerably in the past three years, due to the dissatisfaction of growers with the government policy of low fixed prices, combined with the shortage and high cost of both labour and agricultural equipment. Becoming concerned with this situation, particularly with regard to its adverse effect on the foreign exchange position of Argentina, the government put into effect early this year its three-year plan to raise agricultural production.

Last March, President Peron urged growers to increase their wheat sowings by 25 per cent, in order to bring the acreage up to the "traditional 7 million hectares". At the same time, he announced the new basic official price for the 1950-51 crop of 28 pesos per 100 kilos (U.S.\$1.53 per bushel), as compared with last season's 23.50 pesos. This is an abrupt departure from the procedure in the past few seasons of announcing prices just before the harvest. Spot announcements were carried daily on the radio, reminding growers of the new prices,* and urging them to expand their plantings. Loans were offered by the government-owned banks to cover the purchases of seed, machinery and equipment, and to defray the expenses of ploughing and seeding. Registered seed was subsidized and distributed by the regional agronomists of the Ministry of Agriculture.

While the current acreage of approximately 6·6 million hectares is short of the president's goal of 7 million, this may be attributed to long-term trends, such as the movement of population towards the industrial centres. The response on the part of growers to the government's program may be considered satisfactory.

Current Wheat Crop Makes Good Progress

The current wheat crop in Argentina is making excellent progress in the main zones. In the northern sector, the fields have started to ripen and there is sufficient moisture to finish the crop. Reports from the southern grain zone indicate an equally satisfactory condition. There remains only the danger of late frosts. However, with continued favourable weather, average yields will be above those of last year, and Argentina should have a wheat crop of some 6·5 million metric tons (240·5 million bushels), as compared with 5·4 million tons last year.



Argentina—Wheat delivered at a railway siding. Grain is handled in bags, and most of it moves in trucks, but the high-wheeled cart is still in use.

It is expected that Argentina will enter the new crop year (December 1) with practically no carryover. Exports have been running on a high level; during the first nine months, 2,343,940 metric tons having been exported, compared with only 1,836,836 tons in all of 1949. It is rumoured in the trade that, in view of unsettled international conditions, Argentina will try to build up her stocks. Considering this and heavy commitments for the next crop already made in bilateral agreements, Argentina is not expected to have a wheat disposal problem.

No Increase Expected in Corn Acreage

It has been noted that, in many parts of the country, the increase in wheat sowings has been at the expense of corn. The area planted to the latter has been declining even more rapidly than wheat over the past few years. Last year's acreage of 2.5 million hectares was 20 per cent lower than the previous season. Last March, the president called for an increase of 50 per cent in the corn acreage. At the same time, he announced the new basic price of 21.00 pesos per 100 kilos for the current crop, and in early October he announced a further increase of 3 pesos, bringing the price up to 24.00 pesos (U.S.\$1.23 per bushel), which is 50 per cent higher than last season. Even with this added financial incentive, the trade is of the opinion that no increase can be expected in the corn acreage, and some think it will even be less than last year. The chief factor mitigating against an increase in the acreage this season is the shortage and high cost of labour, as corn harvesters are not as yet widely used in this country.

Soil moisture conditions in the chief corn zone are now ideal for ploughing and seeding, and this work is progressing actively. The condition of the early sown fields planted in September is variable. Some show good germination, but in others, due to cold, wet weather, the seed rotted in the ground and the fields have had to be resown.

The corn situation is even more acute than that of wheat, due to the virtual failure of the crop last season. Corn exports for the first nine months of this year total only 750,126 metric tons, most of which came from the previous crop, and are in fulfilment of commitments undertaken last year. This may be contrasted with exports of 1,081,434 metric tons last year and 8 and 9 million metric tons in 1936 and 1937, respectively. Corn has always figured prominently in Argentina's export trade, and it is important to the economy as a whole to bring up production to where there is a satisfactory exportable surplus.

Costa Rica Trades with Germany

Guatemala City, November 14, 1950.—(FTS)—Costa Rica will export coffee, cacao, sugar, honey, wood, alcohols, bananas, beans and other products to Germany, and in return will receive from that country cement, agricultural, industrial, railway and construction machinery, agricultural implements and fertilizers.

Taiwan Works Will Make Galvanized Steel Sheets

Hong Kong, December 1, 1950.—(FTS)—Taiwan Steel Works expect to commence production in March, 1951, of the first galvanized mild steel sheets and tinsplate made in Taiwan. Target production is 2,000 tons of the steel sheets per annum, for use locally as a building material, and 1,000 tons of tinsplate to be consumed by the Taiwan canning industry. This compares with current annual imports of 3,000 tons of galvanized sheet, and 2,000 tons of tinsplate.

The Taiwan Steel Works is a government organization directed by the National Resources Commission of the National Government of China. The machinery for the manufacture of the sheet steel was bought in the United States, and that for the making of tinsplate in Japan. The equipment is now being set up in the works at Kaohsiung.

French Imports of Nitrogen Fertilizers

Paris, November 28, 1950.—(FTS)—Imports of nitrogen fertilizers by the Société d'Importation des Produits Azotés from January, 1949, to June 30, 1950, are as follows:

| Products | Metric tons | Tons of pure nitrogen content |
|--------------------------------------|-------------|-------------------------------|
| Chilean nitrate | 127,508 | 20,402 |
| Calcium nitrate (Norwegian) | 1,343 | 208 |
| Cyanamid (Norwegian) | 5,500 | 1,126 |
| Ammonium nitrate (Canadian) | 7,257 | 2,431 |
| Ammonium nitrate (British) | 10,145 | 3,500 |
| Ammonitrate (Austria) | 10,000 | 2,050 |
| Sodium nitrate (Germany) | 4,980 | 797 |
| Cyanamid (Switzerland) | 2,824 | 565 |
| Ammonium nitrate (Switzerland) | 700 | 244 |
| Cyanamid (Belgium) | 3,260 | 586 |
| Di-ammonium phosphate (Italy) | 105 | 20 |
| Ammonium sulphate (Italy) | 3,800 | 760 |
| Cyanamid (Italy) | 640 | 131 |
| Total | 178,062 | 32,820 |

United Kingdom Industry Faces Serious Shortage Problems

Export drive likely to be affected by shortage and rising world prices of basic raw materials—Increasing rearmament demands will cut into civilian requirements substantially—Export restrictions on semi-manufactures, prohibition of use of base metals for unessential articles, and allocation systems are under consideration.

By J. E. Lancaster, Assistant Commercial Secretary for Canada

LONDON, December 15, 1950.—Great Britain is facing serious problems, due largely to the shortage and rising world prices of basic raw materials, together with demands imposed by rearmament. In fact, it is doubtful whether the export drive, particularly in the direction of dollar countries, can maintain its momentum. Until recently, the United Kingdom was enabled to devote considerable attention to the solution of its basic problem, namely, the shortage of dollars. In order to earn vital dollars and to attain economic viability before the expiration of Marshall Aid in 1952, the principal problem involved a drive for greater production, in order to meet requirements of the sterling area and to provide a surplus that would help close the dollar gap. There has been a steady increase since 1946, and the latest provisional figures indicate that a record was established last September, for which the index is 144, compared with 100 in 1946.

This gratifying news was followed by the announcement that shortages of basic raw materials may cause serious economic dislocation, with a consequent levelling off of industrial productivity. Furthermore, increasing rearmament demands will cut into civilian requirements substantially. The export drive has not yet been affected, but it is reasonable to assume that the economy of this country will have difficulty in meeting demands of export markets in addition to those of defence. Although it is likely that the dollar markets will continue to be given priority treatment, it is too much to hope that their requirements can be met in full measure.

Nation Facing Serious Shortages of Raw Materials

The full seriousness of the shortage of base metals and other industrial raw materials was brought home by the recent announcement by the Minister of Supply, when he stated in the House of Commons that the government was planning to take further steps, in the national interest, to ensure distribution of those metals where a serious shortage persisted. Methods of control under consideration, he indicated, included restrictions on exports of semi-manufactures; prohibition of the use of base metals for unessential articles; and the institution of allocation systems.

Severe cuts were forecast in the rate of consumption for the first quarter of 1951. Zinc, where the greatest shortage is being felt, is to be cut to about 50 per cent of the 1950 rate. Copper is to be cut to 90 per cent. Nickel, which is in better supply, will be permitted to remain at the same rate, but the heavier rearmament demands will undoubtedly affect civilian supplies of this metal. Aluminum is to be cut to 88 per cent of the 1950 rate, or from 17,000 tons to approximately 15,000 tons per month.

Although no shortage of steel exists, except in special types, such as sheet, strip and tinplate, because of the difficulty of obtaining German steel scrap and imported iron ore from various sources, the overall steel output for 1951 may fall below the 1950 production, which has been running at the record rate of 15½ to 16 million tons per annum.

United Kingdom industry is also facing shortages in essentials, such as cotton, cotton linters and sulphur, obtained for the most part in the dollar areas, wool, and to a lesser extent tin and rubber, obtained from sterling sources.

Besides the shortage of imported commodities, the United Kingdom is suffering from a domestic shortage of coal, which is affecting industry through restrictions, and the shortage of electric power. The reserve stocks of coal, which in November, 1949, stood at 16,659,000 tons, had declined to 15,268,000 tons by November this year. With steadily rising demands and a levelling off of production, it has been necessary for the government to cut down supplies for export and bunkering, and to make plans for the importation of coal primarily from the United States, which is costly because of the high shipping rates prevailing. On the home front, the government has attempted to increase coal production by introducing Saturday morning shifts in the pits, and this policy is meeting with some success.

Demands on Production Facilities Steadily Rising

While industry is being hampered by shortages, there are steadily rising demands on the nation's productive facilities. First and foremost are the new defence requirements which, while not large at the moment, it is estimated next year will make a further £300 million inroad on new United Kingdom production, and will assuredly rise year by year. Latest advices indicate that the £300 million figure may be an underestimate, as the government has announced a defence production program that will involve an expenditure of £3,600 million over a period of three years.

A further claim on production, closely allied with that of defence, is the recently announced Colombo Plan for the Economic Development of South-East Asia. Indications are that the total external finance needed for the plan will be £1,100 million, of which, according to the Chancellor of the Exchequer, Mr. Hugh Gaitskell, the United Kingdom will provide "well over £300 million". Sterling balance releases under this scheme will amount to some £246 million to Ceylon, India and Pakistan. The remainder will be directed to other countries in the plan. Although the rate of sterling balance releases will be less to the above countries and Egypt than the drawings in the past, the drain will nevertheless remain a heavy charge on Britain's productive resources.

Finally, devaluation and the high world prices for raw materials have led to adverse terms of trade for the United Kingdom. Mr. Gaitskell, in a recent speech, indicated that over the past year the cost of imports to this country had risen by approximately 25 per cent, while the prices of United Kingdom exports were estimated to be up by only 7 per cent. This means that, even with an improved "invisible" balance of trade, it will be necessary to export a further £300 million worth of goods if this country is to pay for its requirements and avoid any deterioration in the balance of payments.

Prospects for Improved Living Standards Are Bleak

The final effect on the United Kingdom economy of these increasingly heavy demands and the shortages of raw materials is as yet incalculable. However, it is evident that first pressure is going to be felt in the domestic

field. Dashing any hopes of the civilian population escaping further austerity, Mr. Gaitskell stated: "We had better accept that in the circumstances no general increase in consumption can be afforded. The prospects so far as improvements in living standards are concerned might seem bleak for the next few years . . ."

Further restrictions on the civilian use of the scarce base metals have already been mentioned. As a result, producers and fabricators using non-ferrous metals may have their output cut by one-quarter to one-third, and in some cases even more. Some plants utilizing these metals are working on short time, while others have been forced to close their doors. The likelihood of industries switching to substitutes such as steel is very limited, since steel itself may soon be in short supply. While the redundant labour will be able to seek employment in the more vital industries, nevertheless for the time being unemployment and dislocation in certain areas is expected. If the pace of rearmament is stepped up at short notice, as appears likely, the dislocation to the economy will be proportionally more disturbing.

Restrictions Will Lower Exports

International discussions may go far in solving the problem of raw material shortages. However, it is too much to expect that scarce materials required for rearmament can be made available for civilian needs at home or for export commitments abroad. Restrictions on the export of semi-manufactures utilizing non-ferrous metals are under consideration. The Minister of Supply has admitted that the continuance through 1951 of non-ferrous metal shortages is bound to impose a serious check on the output of the country's engineering industries. Britain is heavily dependent on these industries, not only for rearmament but for a large part of her exports. The minister indicated that steps would have to be taken by the government to ensure that these metals would be made available for rearmament.

The corollary would seem to be that the United Kingdom cannot support a policy of full rearmament and at the same time give priority for exports, whether directed to dollar countries or not. Canada may, therefore, experience a slackening off in shipments from the United Kingdom of commodities in short supply. Engineering products may prove to be a case in point. On the other hand, a determined effort will most likely be made not only to retain the hard-earned dollar markets, but, if possible, to expand them. This may be expected if for no other reason than to earn the dollars to pay for essential commodities obtainable only in North America. However, even if exports can be maintained at a high level by sustained effort, it is becoming evident that the pattern of exports will be affected because of the restrictions imposed. Although the latest trade returns indicate record shipments to the dollar countries, and to the world at large, it is likely that the figures for the following months will tell the story of the problems which are rising to confront United Kingdom industry.

Ford Plant in Antwerp Celebrates

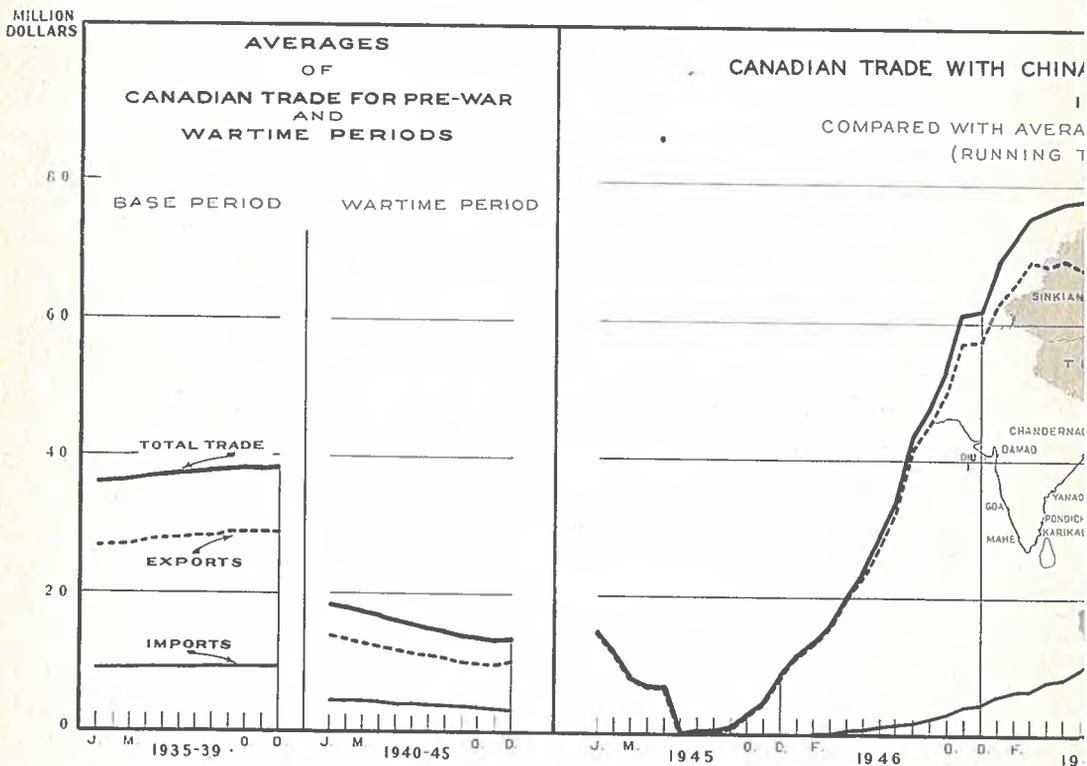
Brussels, December 13, 1950.—(FTS)—The Ford Motor Company (Belgium) S.A. has just celebrated the delivery of the 300,000th vehicle assembled in its plant at Antwerp, established in 1922. The whole range of Ford cars and trucks, as well as tractors, are assembled there for delivery in Belgium, Luxembourg, Switzerland, and the Belgian Congo.

Canadian Trade With China, Japan

IMPORTS

| Country | Twelve Months Ended September | | | | | |
|-------------------------|-------------------------------|--------------|---------------|--------------|---------------|--------------|
| | Average 1935-39 | | 1949 | | 1950 | |
| | Value \$'000 | Per cent | Value \$'000 | Per cent | Value \$'000 | Per cent |
| China..... | 3,270 | 34.7 | 3,422 | 22.8 | 4,734 | 20.0 |
| Japan..... | 4,661 | 49.4 | 5,731 | 38.2 | 11,119 | 47.1 |
| Portuguese Asia..... | 1 | 1 | | | | |
| French East Indies..... | 105 | 1.1 | 9 | 0.1 | | |
| Hong Kong..... | 833 | 8.8 | 2,794 | 18.6 | 2,142 | 9.1 |
| Philippine Islands..... | 564 | 6.0 | 3,057 | 20.4 | 5,601 | 23.7 |
| Korea..... | 1 | 1 | | | 36 | 0.2 |
| Total..... | 9,433 | 100.0 | 15,014 | 100.0 | 23,632 | 100.0 |

¹ Less than one-tenth



n, Hong Kong and the Philippines

EXPORTS

| Country | Twelve Months Ended September | | | | | |
|-------------------------|-------------------------------|----------|--------------|----------|--------------|----------|
| | Average 1935-39 | | 1949 | | 1950 | |
| | Value \$'000 | Per cent | Value \$'000 | Per cent | Value \$'000 | Per cent |
| China..... | 3,985 | 13.8 | 21,275 | 40.0 | 3,506 | 7.9 |
| Japan..... | 21,807 | 75.4 | 8,250 | 15.5 | 16,849 | 38.1 |
| Portuguese Asia..... | 1 | 1 | 220 | 0.4 | 98 | 0.2 |
| French East Indies..... | 80 | 0.3 | 350 | 0.7 | 84 | 0.2 |
| Hong Kong..... | 1,651 | 5.7 | 9,042 | 17.0 | 9,039 | 20.5 |
| Philippine Islands..... | 1,396 | 4.8 | 14,063 | 26.4 | 13,266 | 30.0 |
| Korea..... | 3 | 1 | 31 | 0.1 | 1,340 | 3.0 |
| Total..... | 28,924 | 100.0 | 53,231 | 100.0 | 44,181 | 100.0 |

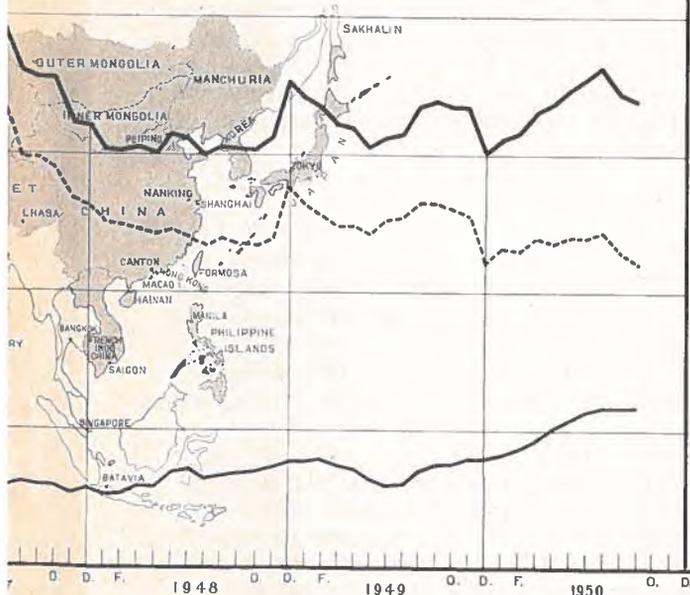
of one per cent.

Prepared by Dominion Bureau of Statistics

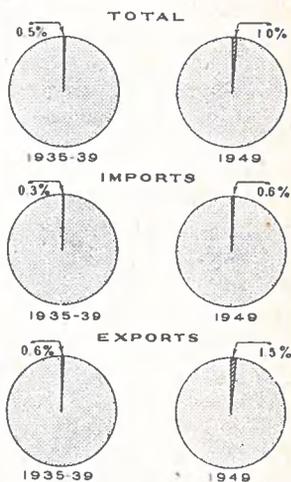
JAPAN, HONG KONG AND THE PHILIPPINES

1945-50

(BASE PERIOD AVERAGE FOR TWELVE-MONTH TOTALS)



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



shortage of the product in the market. This situation is leading old mills to modernize and develop their installations, and also to the formation of new firms.

FRANCE

France Now Creditor to European Payments Union

Paris, November 4, 1950.—(FTS)—After three months, the position of France with regard to the European Payments Union is as a creditor for 190 million dollars. Of this balance, France has received from E.P.U. 14 million dollars in gold. The balance of 150 million dollars was lent by France to E.P.U. in accordance with the rules and regulations of the agreement. In 1949, France was considered to be one of the principal debtor countries in Europe. Her favourable position at the present time is due to external trade with O.E.E.C. countries during the last months.

France and Spain Sign Trade Agreement

Paris, November 4, 1950.—(FTS)—France and Spain have agreed on a commercial accord calling for an exchange of goods to the value of 25 billion francs. The accord will go into effect on November 1 for one year, replacing last year's agreement, which totalled only 12 billion francs. Spain will ship to France citrus and dry fruit, iron ore, mercury, cork and cotton cloth, in exchange for phosphate, coal, wheat, industrial machinery, trucks, autos and chemical products.

French Tuna Catch is Disappointing

Paris, November 4, 1950.—(FTS)—Landings of tuna, during the first nine months of 1950, were almost 15 per cent below those of the same period last year. By the end of September, 12,090 metric tons of this fish had been caught, compared with 14,140 tons to September 30, 1949. Each month of this season saw progressively poorer landings until, by September, less than half the catch of the same month last year was registered.

France and Sweden Sign Trade Agreement

Paris, November 4, 1950.—(FTS)—A new trade agreement between France and Sweden was signed in Stockholm. This agreement, valid for one year, includes 300 million Swedish crowns worth of merchandise to be exported from Sweden to France. France will export to Sweden more than 20 billion francs of goods. Among the products exported by France are fertilizers, chemical products, textiles, wines, automobiles, electrical and mechanical equipment.

French Tourist Industry is Important Source of Dollars

Paris, November 4, 1950.—(FTS)—The tourist industry earned almost as many dollars for France during the first six months of 1950 as did French exports to the dollar zone. The president of the National Tourist Committee recently announced that "dollar" tourists spent \$35,800,000 during this period, while exports of French goods earned \$36,100,000.

This achievement is particularly impressive in view of the unsettled international situation during the height of the season, and the keen competition of Italy's Holy Year celebrations. Dollar earnings during the same period last year were only \$13,900,000, less than 40 per cent of this year's figures.

France Imports Most Petroleum from Middle East

Paris, November 4, 1950.—(F.T.S.)—During the period 1920-30, France imported principally finished petroleum products, and American refineries were her main suppliers. Now she has, through her own refineries, turned her needs to import of raw material.

In 1939, the American continent was supplying France with almost 54 per cent of her crude oil. In 1949, only 19 per cent was supplied from that continent. The United States until then was supplying 33 per cent, but are now supplying only 0.5 per cent. The Middle East has become the main supplier of France, 81.5 per cent in 1949 against 45.1 per cent in 1938.

PHILIPPINES

Philippine Agricultural Production Improves

Manila, November 30, 1950.—(F.T.S.)—The Philippine Bureau of Census and Statistics reports that agricultural production is rapidly returning to normal. On the basis of an index of 100 for 1937, the overall crop production increased to 111 in 1949 and further increases are expected for 1950. The production of rice is now above prewar levels, and for the crop year ending June 30, 1950, was estimated at 2,606,060 metric tons, an increase of 185,368 metric tons.

Copra production for 1950 is estimated at 780,000 metric tons, as against 521,885 metric tons for 1937, a gain of 49.4 per cent. Sugar production is still below the prewar level, but it is expected that by 1951 it will be about normal.

On the other hand, the livestock industry has been making very slow progress and, with exception of hogs, all other livestock production is below the prewar level. Compared with the 1937 index of 100, the production indices of various livestock are as follows: carabos, 84; cattle, 45.5; horses, 49.7; hogs, 105.2; goats, 58.1; and sheep, 20.7.

Philippines' Adverse Balance of Trade Lower

Manila, November 30, 1950.—(F.T.S.)—The Philippine Bureau of the Census and Statistics reports that, as a result of import restrictions, together with the increased demand and prices for Philippine exports, the adverse balance of trade for the first nine months of 1950 amounted to slightly over 43 million pesos, as against 92 million pesos for the first nine months of 1949. Philippine imports for the first three-quarter of 1950 were valued at 181 million pesos, whereas exports amounted to 177 million pesos. For the corresponding period of 1949, imports totalled 219 million pesos and exports 127 million pesos.

Copra, representing 49 per cent of the total exports, was the leading dollar producer, with increases in both volume and price. Shipments increased from 57 million pesos in the first nine months of 1949 to 86 million pesos in the 1950 period. Other exports recording gains included abaca, which increased from 11 million pesos to 19 million; desiccated

coconut, from 9 million pesos to 14 million; sugar, from 10 million pesos to 13.6 million; coconut oil, from 10 million pesos to 13.5 million; and logs and lumber, from 1.3 million pesos to 5 million.

The import control program reduced the purchases of nearly all capital goods and consumer goods, with the exception of mineral oils. Imports of petroleum products increased to 21.9 million pesos in the first nine months of 1950, from 11 million pesos in the like period of 1949. The largest reduction in imports was recorded in receipts of cotton manufactures and automobiles and parts. Imports of cotton and manufactures amounted to 17.7 million pesos, as compared with 28.9 million in the first nine months of 1949; automobiles, parts and tires, totalled 8.1 million pesos against 14.3 million; iron and steel manufactures, 14.6 million pesos against 18.1 million; and paper and paper manufactures 8.2 million pesos against 8.4 million. On the other hand, slight gains were recorded for imports of grains and preparations, which totalled 15.064 million pesos as against 15.027 million in the 1949 period, and machinery and parts (except agricultural and electrical), 9.952 million pesos against 9.903 million.

Philippines Expect Higher Gold Production

Manila, December 7, 1950.—(FTS)—The Central Bank of the Philippines expects these islands will be producing more gold in 1950 than in 1949, or the combined output from 1946 to 1948. On the basis of production from January through August, it is anticipated that the output will amount to 318,000 fine ounces. In 1949, the country produced 287,000 fine ounces, while in 1947, it amounted to 65,100 fine ounces and in 1948 to 209,200 ounces. The output, however, is small when compared with the prewar output of 923,200 fine ounces in 1938, 1,059,000 ounces in 1939 and 1,120,800 ounces in 1940.

At the official price, the 1950 gold production of the Philippines should be worth approximately 23 million pesos. However, if sold locally on the basis of the free market price now prevailing, the value would be close to 32 million pesos. Free market prices have ranged from 80 to 130 pesos per ounce, with the present rate at approximately 116 pesos per ounce.

Philippines Anticipate Larger Crops in 1951

Manila, December 8, 1950.—(FTS)—The Philippine Bureau of the Census and Statistics, in a preliminary forecast for the 1950-51 crop year anticipates a greater agricultural yield. In spite of unfavourable weather conditions in 1950, the total volume of major farm products is estimated at 5.5 million metric tons, or 7.7 per cent greater than the 1950 crop year yield of 5.1 million metric tons.

Palay (unhusked rice) production will yield 2.64 million metric tons, up 12 per cent from the 1950 total. A big increase is expected in centrifugal sugar output, where a 32 per cent rise is predicted from the previous year total of 621 thousand metric tons. The corn production forecast is 623 thousand metric tons, or 21.2 per cent above the 1950 figure.

Other crops expected to surpass last year's figures are copra and desiccated coconut, 800,000 and 69,000 metric tons, respectively, or increases of 2.5 and 10 per cent; abaca and maguey, up 11 per cent and 37 per cent, respectively; and tobacco, 32,000 metric tons, for a 21 per cent increase. Muscovado sugar production is expected to fall off 16 per cent from the 1950 total.

Commodity Reports on Canadian Market Provided by British Board of Trade

Information concerning prospects of selling a wide variety of goods in Canada compiled in form of reports, summaries and digests—Detailed market surveys recommended.

EFFORTS to capture a larger proportion of the Canadian market are being made by the British Board of Trade, which has compiled much information concerning the prospects of selling a wide variety of goods in this country. This information has been prepared by United Kingdom Trade Commissioners in Canada, and is being made available to manufacturers through a series of market summaries, reports and digests.

The general market reports are usually an assembly of the basic facts about Canadian market conditions, as these concern the sale of a product in general, which an exporter would require before examining the chances of selling his own product in particular. The Board of Trade explains, however, that these reports do not replace the detailed market survey which the exporter is normally advised to make through the agency of a competent research firm, but it provides a basis on which he can determine whether such a survey should be undertaken.

Market summaries, prepared prior to the middle of 1949, are still available on the following products:

| | |
|-------------------------------|---------------------------------|
| Clocks and watches | Tractors |
| Cords, rope and twine | Locomotives |
| Belting | Boots and shoes |
| Steel wire ropes | Woollen and worsted piece-goods |
| Musical instruments | Rayon piece-goods |
| Domestic electrical apparatus | Jersey dresses. |
| Cutlery | |

Market reports, prepared since the start of the British dollar export drive, have been made available on the following commodities:

| | |
|--------------------------------|--------------------------------------|
| Toys | Sporting goods |
| Motorcycles | Hospital and surgical equipment |
| Jewellery | Brushware |
| Building components | Processed foodstuffs |
| Fine paper products | Hand tools |
| Oil field equipment (Alberta) | Woodworking and sawmilling equipment |
| Domestic hardware | Home workshop woodworking equipment. |
| Men's furnishings | |
| Engineering products (Alberta) | |

As the preparation of reports on this scale to cover the wide range of commodities might prove too lengthy an operation, it was decided to prepare shorter and more compact reviews. Market digests were thus devised to provide the British exporter with up-to-date summaries of the basic factual information that he should have before examining the Canadian market in detail. Digests on the following commodities are now available:

| | |
|-----------------------------------|--|
| Carbon paper | Millinery |
| Retractable pencils | Pulp and paper machinery |
| Ball point pens | Luggage |
| Perfumery and toilet preparations | Vacuum cleaners |
| Blotting paper | Tableware of glass and crystal |
| Mechanical cigarette lighters | Greeting cards and post cards |
| Fountain pens | Paint machinery |
| Printing inks | Grasshopper control chemicals (Prairies) |
| Asbestos brake linings | Linoleum |
| Weighing machines (domestic) | Cotton sheets and pillowcases |
| Small electrical motors | |

Cotton towels
Power pumps
Miscellaneous asbestos products

Hand-knitting wools
Printing machinery
Advertising novelties.

Individuals interested in particular market summaries, reports or digests, or in the full Special Register of Information that is available for 30s a year, should write the Special Register Section (R), Commercial Relations and Exports Department (Industries Branch), Board of Trade, Thames House (North), Millbank, London, S.W.1, England.

Belgium Imported Most Canned Salmon From Canada in First Half of Year

Canadian product accounted for 1,090 metric tons valued at \$550,000 out of 1,200 tons valued at \$621,000 imported—Retail and wholesale stocks exhausted due to scare buying—Belgian purchases of fresh, smoked and salted fish from Canada totalled 40 tons, amounting to \$37,000, in first six months of 1950.

By B. A. Macdonald, Commercial Counsellor for Canada

BRUSSELS, November 30, 1950.—Canada dominated the Belgian import trade in canned salmon during the first half of 1950. Of the total imports, amounting to 1,200 metric tons, valued at \$621,000, Canada supplied 1,090 tons valued at \$550,000. The United States supplied 106 metric tons valued at \$67,000. The remainder came from the Netherlands and may have been Canadian or American fish imported through Holland. No supplies are shown as having been imported from either Japan or Russia in this period.

Difficulties have marked the 1950-51 canned salmon marketing season. A wave of "scare buying", due to early autumn events in Korea, exhausted retail and wholesale stocks, and led importers to vie with each other to obtain the new season's supplies. Exporters were not, by that time, in a position to ship at prices originally quoted. This gave rise to serious and widespread dissatisfaction. In some cases, misunderstanding had resulted from loosely worded telegrams. This emphasizes the desirability in times of marked price movements of avoiding all ambiguity in messages and the necessity for exporters, and especially brokers, to make firm offers only if they are certain they stand covered by their suppliers.

Imports of canned sardines during the first half of the year totalled 165 tons, valued at roughly \$100,000. The principal sources were Portugal (75 tons), French Morocco (41 tons), Yugoslavia (29 tons) and Sweden (13 tons).

As has been pointed out before, the small Canadian herrings, which are sold in some markets as "sardines", are not permitted to be sold under that name in Belgium.

Imports of canned pilchards during the first six months of 1950 totalled 877 tons, valued at roughly \$270,000, almost the whole of which came from the United States. No imports from Canada are shown. Some canned pilchards from Japan are appearing on the market, however.

Imports under this heading during the first six months of 1950 totalled 395 tons, valued at \$307,000. The principal sources were South Africa (203 tons), the Netherlands (128 tons), Russia (17 tons), and Canada (10 tons).

The large imports from South Africa consist of crayfish. This product has achieved a remarkable place on the Belgian postwar market. The Canadian figures represent almost entirely canned lobster. The Russian figures probably represent canned crab.

Belgian Imports of Fish

| | Metric tons | January-June, 1950 '000 omitted | |
|----------------------|----------------|------------------------------------|-----------------------|
| | | Belgian francs | Equivalent in \$'s |
| Netherlands | 9,000 | 75,114 | 1,502 |
| Norway | 2,500 | 18,417 | 368 |
| Denmark | 1,900 | 25,321 | 506 |
| Sweden | 100 | 704 | 14 |
| France | 70 | 918 | 18 |
| CANADA | 40 | 1,835 | 37 |
| United Kingdom | 30 | 704 | 14 |
| United States | 20 | 964 | 19 |

The following table shows total imports of fresh, smoked and salted fish by principal countries of origin during the first six months of 1950:

Imports from Canada consisted almost entirely of frozen salmon from British Columbia and the Atlantic provinces and of mild cured pickled salmon from British Columbia.

According to a review published by the Belgian Ministry of Economic Affairs, the number of men employed in the Belgian fishing industry in 1949 was 1,942, as against 2,018 in 1948. The number of vessels in the fishing fleet was as follows:

| | No. | Gross tonnage | Total horsepower |
|------------|-----|------------------|---------------------|
| 1948 | 481 | 29,938 | 65,374 |
| 1949 | 461 | 30,028 | 65,443 |

At present, the number of vessels employed is around 450 or less than before the war. There is considerable unemployment among the fishermen along the Belgian forty-mile coastline. The fact that the combined fishing fleets of Belgium and the Netherlands will have a productive capacity appreciably exceeding that of consumption of the Benelux community is causing concern, and it is felt that special efforts must be made to reduce costs and to develop export markets.

Directory of Canadian Chemical Industries Now Available

The Dominion Bureau of Statistics has issued an 82-page directory of the chemical industries of Canada. The present volume, which is based on information available at the beginning of this year, contains an alphabetical list of chemicals and allied products made in Canada, together with the names of Canadian head office addresses of the firms which produce them.

Detailed statistics of production, imports and exports of chemicals have not been included in the directory, as separate reports along this line are issued regularly by the Bureau. However, summary tables of the principal statistics—number of plants, employees, salaries and wages, cost of fuel and electricity, cost of materials, and gross value of products—have been included for the chemicals and allied products industries, and the chemical process industries.

Copies of this directory may be obtained by writing to the Dominion Bureau of Statistics, Ottawa, price \$1.00 per copy.

State-Sponsored Trading Corporation is Recommended by Indian Committee

State Trading Corporation would relieve Central Government of its import and export operations—Proposed that corporation have authorized capital of 100 million rupees—Setting up of co-operative consumers' stores, directly linked with corporation, recommended.

By Richard Grew, Commercial Counsellor for Canada

NEW DELHI.—Creation of a state-sponsored trading corporation, which would virtually relieve the Central Government of its import and export operations, and the provision of co-operative stores through which imported commodities would be distributed to consumers, are recommended by a committee appointed in October, 1949, to report on the desirability of state trading in India. The findings will be presented to Parliament, in order that the attitude of India's legislators to state trading may be clearly defined.

It is proposed by the committee that the corporation should have an authorized capital of 100 million rupees and an initial capital of 20 million rupees. The Central Government should hold 51 per cent of the capital, while the balance should be offered to the state governments and private enterprise. The Central Government should guarantee the capital, according to the report, and also a minimum dividend to private shareholders. It is proposed that the corporation should be subject to taxation, like any other commercial concern. Its day-to-day operations should be managed by an executive board, composed of businessmen of proved integrity, the first board of management being nominated by the government.

Reorganization of Trade on Co-operative Basis Urged

The committee has laid considerable emphasis on the need for utilizing the services of national banking, shipping and insurance companies in connection with state trading. It also urges the reorganization of international trade on co-operative lines. Similarly, a progressive reorganization of internal trade on a co-operative basis will, in the committee's opinion, "obviate the necessity of extending the scope of the corporation's activities, as co-operation offers a form of control which, while securing all the benefits of state trading, preserves the advantages of private enterprise". The committee feels that regulation of the distribution of imported commodities can best be carried out by setting up a network of co-operative consumers' stores with an apex store in each state, directly linked with the State Trading Corporation.

The following are the main recommendations of the committee in regard to the functions of the corporation:

- (a) It should take over from the government of India the commercial operations in respect of import of foodgrains, fertilizers, steel, East African cotton and also such operations as are necessary for implementing barter agreements concluded by the government;
- (b) The corporation should be given the monopoly of export trade in coal and short-staple cotton;
- (c) It should undertake export trade in cottage industries, on a pioneering basis, as initially private enterprise cannot be paying. When a proper market has been created abroad for cottage industry products, the corporation should curtail its activities and encourage private enterprise to enter the field;

- (d) The corporation may advise the government, from time to time, whether state trading should be extended or withdrawn from any commodity in the national interest. The corporation should not be free, however, to extend its trading activities to any commodity without the prior approval of government;
- (e) The corporation may act whenever required in the capacity of either a principal or an agent for direct purchase and sales by any foreign government in the Indian market; and
- (f) On request by Indian traders, the corporation may undertake, on their behalf and at their risk, negotiations with foreign traders.

The committee has also given its views in regard to the import and export trade in certain essential commodities. These are:

- (1) Raw jute. The Indian Jute Mills Association should adopt a system of centralized buying.
- (2) Non-ferrous metals. The desirability of reintroducing state trading should be examined by the corporation.
- (3) Jute manufactures, shellac and manganese. The question of state trading should be examined by the corporation after it has gained some experience.
- (4) Tea and mica. State trading is not recommended at this stage.
- (5) Coal. State trading should be continued.
- (6) Sugar. The question of state trading will not arise until internal production increases sufficiently to leave a surplus.

Committee's Proposals Severely Criticized

The committee's proposals have met with severe criticism in trade circles as well as in the general press. It is believed that most of the commercial bodies and trade organizations, whose views on state-trading were solicited, were strongly against its extension, but the committee appears largely to have ignored these representations and to have advocated the system of state trading on ideological rather than on practical grounds. It is pointed out that the proposed organization of the corporation will make it as top-heavy as the government's present system of direct purchasing.

Opinion generally seems to be in favour of the proposed corporation's handling of cottage-industry products on a monopoly basis, since it is increasingly being realized that standardization and modification of these products to cater for overseas markets cannot easily be achieved by the small manufacturers themselves. At the same time, private enterprise has to bear its own losses, but the corporation will only have to seek a subsidy from the government, which ultimately means the taxpayer, to offset any possible losses due to inefficiency or lack of experience.

The main brunt of the criticism, however, has fallen on the committee's recommendation that the State Trading Corporation should be responsible for the control of a considerable volume of imported goods, and that the regulation and the distribution of imported commodities can best be carried out by establishing a network of co-operative consumers' stores directly linked with the State Trading Corporation. This would mean a sad dissipation of the energies of the young co-operative movement, whose main aim and function is to bring some order and unity of effort into agricultural activities in India. It is suggested, also, that the committee has unduly simplified the nature of the country's trade in imported goods. There may be certain types of consumer products which are suitable for direct distribution through some form of simple

retail medium which might well be a co-operative unit, but the great volume of imports involve an equally complicated network of distributors. The real problem of foreign trade in this country, it is asserted, is not the medium through which it is carried out, but that imports and exports should be developed to the highest degree the economy can stand.

Northern Ireland Government Providing Assistance in Modernizing Industry

Legislation being introduced for payments of up to one-third cost of projects—Linen industry expected to benefit in same way as cotton industry in Lancashire.

By H. L. E. Priestman, Canadian Government Trade Commissioner

BELFAST, December 6, 1950.—Generous government aid has been extended to new industrial enterprises in Northern Ireland, but little so far has been done to help the long-established industrial firms, which provide a large measure of employment. This position is being altered by the introduction of the Re-equipment of Industry Bill, which provides for the payment of grants by the Ministry of Commerce of up to one-third of the cost of schemes for the modernization of machinery or equipment, including new buildings, where an increase in the productive efficiency of the undertaking can be achieved. A seven-year time limit is stipulated. Schemes must be approved before January, 1954, contracts placed before May, 1955, and completed before May, 1957.

Items towards which a re-equipment grant for an approved scheme may be made are: Purchase, installation or modernization of machinery, the construction or provision of such buildings as the ministry considers necessary as part of a re-equipment scheme, and the provision of such other services or facilities necessary for or incidental to a modernization scheme.

The ministry may authorize a person on its behalf to enter and inspect premises and, if necessary, to extract information from books and documents relative to a re-equipment scheme. There are penalties prescribed for the disclosure of information and the furnishing of false information.

The bill, if approved by parliament, should become law early in 1951.

A substantial sum is being provided to meet grants under the new legislation, which is expected to benefit many linen manufacturers and others. A similar scheme operates in Lancashire, where grants are given to the cotton industry in cases of major re-organization.

Jamaica Raises Travel Allowance

Kingston, November 27, 1950.—(FTS)—Effective November 25, residents of Jamaica will be allowed an annual travel allotment of \$250 for adults and \$175 for children under fifteen years of age, "without an unqualified right for all applicants". Until now, no hard currency travel funds have been made available.

In no circumstances will any larger amount be granted and applicants should apply in writing or appear in person before the Jamaica Defence (Finance) Board with valid passports and stating the purpose for which they desire to travel.

Trade and Tariff Regulations

New Indian Import Licensing Policy Outlined

New Delhi, December 18, 1950.—(F.T.S.)—The import licensing policy of India for the first half of 1951, announced on December 15, is somewhat similar to that for the second half of 1950. To a greater degree, however, an indication is given as to whether licences will be issued to established importers, to actual users or newcomers, and the extent to which they will be issued to each class of applicants. Dates have been fixed for the submission of applications for import licences, as follows: Established importers, February 28, 1951; actual users, March 31, 1951; newcomers, January 31, 1951.

Separate forms of applications have been provided for the different classifications of importers so that each class of importer will only have to give information to the extent necessary for consideration of his application.

As in the past, machinery for the industrial development of the country and raw materials for industry will be accorded the greatest consideration. However, imports of essential consumer goods, mainly originating in the soft-currency area, have been somewhat liberalized.

Formerly, licences were issued to cover imports from a specific country mentioned on the licence. A new policy has now been adopted for the next licensing period, whereby licences will be issued to cover areas specified in the public notice rather than specific countries.

As a result of this new policy, licences will be issued according to the following four main types:

- (a) *General Licences*: These will be valid for the import of goods mentioned therein from any country or countries included in the dollar, hard and/or soft-currency areas;
- (b) *Licences for Japan*, which will cover imports from Japan only;
- (c) *Soft-currency Licences*, which will be valid for the import of goods mentioned therein from any country or countries in the soft-currency area.
- (d) *Specific Licences*, which will be valid only for the country mentioned therein. Such licences will be issued, for example, when a trade agreement has been concluded with the country in question, and article concerned is included under the trade agreement but is not licensable from the rest of the licensing area in which the country in question is included.

Thus, it would be possible, for example, for an importer to obtain his requirements from Canada if the goods were not available in the United States without it being necessary to have the licence suitably altered.

The policy, which has been adopted for the next licensing period, does not make any material change in so far as imports from Canada are concerned, as compared to the previous period. It is still necessary for this country to maintain rigid controls on dollar expenditures, particularly when unforeseen outlays may have to be made in the purchase of foodgrains in hard currency, owing to natural disasters such as floods and droughts which might occur.

Cargo for Singapore May be Cleared from United States Ports

Washington, D.C., December 28, 1950.—(F.T.S.)—Customs collectors in the United States have been authorized by the Office of International Trade, Department of Commerce, to clear shipments of goods en route

Trade and Tariff Regulations—*Concluded*

via Hong Kong to Singapore, Penang, Port Swettenham and other destinations outside of China and other Communist-controlled areas, provided the vessel is bonded not to call at any ports in China, and not to discharge any of such cargo in Hong Kong.

Intransit shipments, originating in other countries and entering United States ports, may be cleared under the same conditions.

Permits Provided for Exportation of Pork and Pork Products

Effective January 4, 1950, permits for the exportation of pork and pork products will be issued freely.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts abroad to familiarize themselves with conditions in this country and the special requirements of businessmen. They are able to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

| | |
|---|--|
| Ottawa—Foreign Trade Service, Department of Trade and Commerce | |
| Calgary—Board of Trade. | Saskatoon—Board of Trade. |
| Charlottetown—Board of Trade. | Sherbrooke—Chamber of Commerce. |
| Edmonton—Canadian Manufacturers' Association. | St. John's—Department of Trade and Commerce, Stott Building. |
| Fredericton—Chamber of Commerce. | Toronto—Canadian Manufacturers' Association. |
| Halifax—Board of Trade. | Vancouver—Department of Trade and Commerce, 355 Burrard Street. |
| Hamilton—Chamber of Commerce. | Victoria—Department of Trade and Industry. |
| London—Chamber of Commerce. | Welland—Board of Trade. |
| Moncton—Canadian Manufacturers' Association. | Windsor—Chamber of Commerce. |
| Montreal—Montreal Board of Trade. | Winnipeg—Canadian Manufacturers' Association. |
| Port Arthur—Chamber of Commerce. | |
| Quebec City—Board of Trade. | |
| Regina—Chamber of Commerce. | |
| Saint John—Board of Trade. | |

S. G. MacDonald, Commercial Secretary for Canada in Oslo since 1945, has returned home on leave and began a tour of Canada in Toronto on October 23.

Toronto—January 5-20, 1951.

Ottawa—January 29-February 1.

Montreal—February 2-13.

DATA FOR EXPORTERS COMPILED

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

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—C. S. BISSETT, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478. Territory includes Paraguay and Uruguay.

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

Australia

Sydney — C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, 60 Hunter Street. Address for letters: Post Office Box 3952 G.P.O. 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.

Melbourne—R. W. BLAKE, Commercial Secretary for Canada (Agricultural), 83 William Street.

Belgian Congo

Leopoldville—W. GIBSON-SMITH, Acting 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.

Sao Paulo—C. J. VAN TICHEM, Consul and Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril, 252. Address for letters: Caixa Postal 6034.

Ceylon

Colombo—PAUL SYKES, Canadian Government Trade Commissioner, Room 51, Galle Face Hotel. Address for letters: P.O. Box 1006.

Chile

Santiago—M. R. M. DALE, Acting Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.

China

Shanghai—G. S. PATTERSON, 27 The Bund, Postal District (0).

Colombia

Bogota—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 Ecuador.

Cuba

Havana—A. W. EVANS, Commercial Secretary, Canadian Embassy, Avenida de las Misiones 17. Address for letters: Apartado 1945. Territory includes Dominican Republic, Haiti and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, Osiris Building, Sharia Walda, Kasr-el-Doubara. Address for letters: Post Office Box 1770. Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, the Hashemite Kingdom of the Jordan, Iraq, Lebanon, Saudi Arabia and Syria.

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), Canadian Embassy. Address for letters: 3 rue Scribe.

Germany

Frankfurt am Main—L. H. AUSMAN, 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 Canal Zone, Costa Rica, El Salvador, Honduras, Nicaragua and Panama.

Foreign Trade Service Abroad—Continued

Hong Kong

Hong Kong—T. R. G. FLETCHER, Acting Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126. Territory includes French Indo-China and South China.

India

New Delhi—RICHARD GREW, Commercial Counsellor, Office of the High Commissioner for Canada, 4 Aurangzeb Road. Address for letters: Post Office Box 11.

Bombay—R. F. RENWICK, 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—Acting Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17. Territory includes Libya, Malta and Yugoslavia.

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—M. T. STEWART, Commercial Secretary, 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.

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—A. P. BISSONNET, Acting Commercial Secretary, Office of the High Commissioner for Canada, the Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531. Territory includes Afghanistan and Iran.

Peru

Lima—R. E. GRAVEL, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212. Territory includes Bolivia.

Philippines

Manila—F. H. PALMER, Canadian Consul General and Trade Commissioner, Tuason Building, 8-12 Escolta, Binondo. Address for letters: Post Office Box 1825.

Portugal

Lisbon—L. S. GLASS, Acting Canadian Consul General and Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103. Territory includes the Azores and Madeira.

Singapore

Singapore—R. K. THOMSON, Acting Canadian Government Trade Commissioner, Room D-5, Union Building. Address for letters: Post Office Box 845. Territory includes Brunei, Federation of Malaya, Indonesia, North Borneo, Sarawak and Thailand.

South Africa

Johannesburg—Acting Canadian Government Trade Commissioner, Mutual Building, Harrison Street. Address for letters: Post Office Box 715. Territory includes Natal, Transvaal, Southern Rhodesia, Northern Rhodesia, Mozambique, Kenya, Tanganyika, Uganda and Nyasaland. Cable address, *Cantracom*.

Cape Town—C. B. BIRKETT, Canadian Government Trade Commissioner, 5th Floor, Grand Parade Centre Building, Adderley Street. Address for letters: Post Office Box 683. Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar. Cable address, *Cantracom*.

Foreign Trade Service Abroad—*Concluded*

Spain

Madrid—E. H. MAGUIRE, Canadian Government Trade Commissioner, 70 Avenida José Antonio. Address for letters: Apartado 117. Territory includes the Balearic Islands, Canary Islands, Gibraltar, Rio de Oro, Spanish Morocco and Tangiers.

Sweden

Stockholm—B. J. BACHAND, 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 — R. P. BOWER, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1. *Cable address, Sleighing, London.*

London—R. G. C. SMITH, 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—D. A. B. MARSHALL, Commercial Secretary (Agricultural), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1. *Cable address, Sleighing, London.*

London—R. D. ROE, Commercial Secretary (Timber), 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 Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—A. E. BRYAN, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center. Address for letters: Canadian Consulate General, 620 Fifth Avenue. Territory includes Bermuda. *Cable address, Cantracom.*

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries), British Empire Building, Rockefeller Center. Address for letters: Canadian Consulate, 620 Fifth Avenue.

Boston—P. A. BEAULIEU, 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—D. S. COLE, 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. Territory includes Hawaii.

Venezuela

Caracas—J. A. STILES, Acting Canadian Government Trade Commissioner, Canadian Consulate General, 8° Peso, Edificio America, Esquina Verones. Address for letters: Apartado 3306. Territory includes Netherlands Antilles.

Foreign Exchange Quotations

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

| Country | Monetary Unit | — | Nominal Quotations Sept. 17* | Nominal Quotations Dec. 23 | Nominal Quotations Jan. 2 |
|--|----------------|------------|------------------------------|----------------------------|---------------------------|
| Argentina | Peso | Off. | ·2977 | ·2115 | ·2114 |
| | | Free | ·2085 | ·0740 | ·0766 |
| Austria | Schilling | Export | ..... | ·0495 | ·0495 |
| Australia | Pound | | 3-2240 | 2-3680 | 2-3675 |
| Belgium and Belgian Congo | Franc | | ·0228 | ·0210 | ·0210 |
| Bolivia | Boliviano | | ·0238 | ·0176 | ·0176 |
| British West Indies (Except Jamaica) | Dollar | | ·0396 | ·6169 | ·6165 |
| Brazil | Cruzeiro | | ·0544 | ·0576 | ·0576 |
| Burma | Rupee | | ·3022 | ..... | ..... |
| Ceylon | Rupee | | ·3022 | ·2221 | ·2219 |
| Chile | Peso | Off. | ·0233 | ·0217 | ·0217 |
| Colombia | Peso | | ·5128 | ·5446 | ·5443 |
| Costa Rica | Colon | | ·1800 | ·1888 | ·1887 |
| Cuba | Peso | | 1-0000 | 1-0575 | 1-0569 |
| Czechoslovakia | Koruna | | ·0200 | ·0212 | ·0212 |
| Denmark | Krone | | ·2084 | ·1533 | ·1532 |
| Dominican Republic | Peso | | 1-0000 | 1-0575 | 1-0569 |
| Ecuador | Sucre | | ·0740 | ·0705 | ·0705 |
| Egypt | Pound | | 4-1330 | 3-0367 | 3-0349 |
| E. Salvador | Colon | | ·4000 | ·4230 | ·4228 |
| Fiji | Pound | | 3-6306 | 2-6676 | 2-6660 |
| Finland | Markka | | ·0062 | ·0046 | ·0046 |
| France, Monaco and French North Africa | Franc | Off. | ·0037 | ·0030 | ·0030 |
| French Empire—African | Franc | | ·0073 | ·0061 | ·0061 |
| French Pacific Possessions | Franc | | ·0201 | ·0167 | ·0167 |
| Germany | Deutsche Mark | | ·3000 | ·2518 | ·2516 |
| Guatemala | Quetzal | | 1-0000 | 1-0575 | 1-0569 |
| Haiti | Gourde | | ·2000 | ·2115 | ·2114 |
| Honduras | Lempira | | ·5000 | ·5288 | ·5284 |
| Hong Kong | Dollar | | ·2519 | ·1827 | ·1826 |
| Iceland | Krona | | ·1541 | ·0649 | ·0648 |
| India | Rupee | | ·3022 | ·2221 | ·2219 |
| Iran | Rial | | ·0212 | ..... | ..... |
| Iraq | Dinar | | 4-0300 | 2-9600 | 2-9594 |
| Ireland | Pound | | 4-0300 | 2-9600 | 2-9594 |
| Israel | Pound | | 3-0000 | 2-9600 | 2-9594 |
| Italy | Lira | | ·0017 | ·0017 | ·0017 |
| Jamaica | Pound | | 4-0300 | 2-9600 | 2-9594 |
| Japan | Yen | | ·0028 | ..... | ..... |
| Lebanon | Piastre | | ·4561 | ..... | ..... |
| Mexico | Peso | | ·1157 | ·1224 | ·1223 |
| Netherlands | Florin | | ·3769 | ·2783 | ·2781 |
| Netherlands Antilles | Florin | | ·5308 | ·5608 | ·5604 |
| New Zealand | Pound | | 4-0150 | 2-9600 | 2-9594 |
| Nicaragua | Cordoba | | ·2000 | ·2115 | ·2114 |
| Norway | Krone | | ·2015 | ·1481 | ·1480 |
| Pakistan | Rupee | | ·3022 | ·3197 | ·3195 |
| Panama | Balboa | | 1-0000 | 1-0575 | 1-0569 |
| Paraguay | Guarani | | ·3200 | ..... | ..... |
| Peru | Sol | | ·1538 | ·0705 | ·0704 |
| Philippines | Peso | | ·4975 | ·5288 | ·5284 |
| Portugal and Colonies | Escudo | | ·0400 | ·0369 | ·0369 |
| Singapore | Straits Dollar | | ·4702 | ·3454 | ·3452 |
| Spain and Colonies | Peseta | | ·0916 | ·0971 | ·0970 |
| Sweden | Krona | | ·2783 | ·2043 | ·2043 |
| Switzerland | Franc | | ·2336 | ·2463 | ·2463 |
| Thailand | Baht | | ·1000 | ..... | ..... |
| Turkey | Lira | | ·3571 | ·3760 | ·3758 |
| Union of South Africa | Pound | | 4-0300 | 2-6900 | 2-9594 |
| United Kingdom | Pound | | 4-0300 | 2-9600 | 2-9594 |
| United States | Dollar | | 1-0000 | 1-0575 | 1-0569 |
| Uruguay | Peso | Controlled | ·6583 | ·6961 | ·6957 |
| Venezuela | Bolivar | | ·2985 | ·3157 | ·3155 |
| Yugoslavia | Dinar | | ·0200 | ..... | ..... |

* September 17, 1949.