foreign trade

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COVER . . . Dock workers unload coffee from Guatemala on a New Orleans wharf. New Orleans ranks today as the second port in the U.S. and handles over a billion dollars' worth of cargoes a year. See report on the Southern States and their progress on page 2.

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United States

The Changing South

The coming of new industries, plus the good market for agricultural products and high government spending, have sustained business activity in the South. This trend should continue throughout 1953.

NEW ORLEANS—The guns of the Civil War blew the South's agrarian economy, based on slaves and cotton, into history and signalled the long, slow march towards industrialism. Southerners knew, from bitter experience, that their economy could only be strengthened through emulating the industrial progress of the North. Following the twelve sere years of reconstruction, an effort was made to find local capital to develop local cotton mills. It is therefore not surprising to find between 1880 and 1900 the first evidence of modern Southern industry in cotton factories by rivers that curled through the hills of the Carolinas and Georgia. One may climb the wooden stairs of those great brick buildings today to the thud and whir of innumerable spinning and weaving machines.

By 1900 some 4·2 million spindles were in operation and giving employment to 97 thousand operators. Profits were high and, by 1915, the number of mills in the cotton states exceeded those in the rest of the country. At the same time there came into being cottonseed oil and cake mills.

Other Basic Industries

The South also began to look to the hardwoods and fast-growing Southern Pine of its forests, among the largest in the United States. Until 1875, the forests were logged mainly for local use. Then, with the exhaustion of more northern woods, larger sawmills moved south. Between 1880 and 1890, the quantity of wood taken from southern forests doubled and the South became of first importance as a supplier of softwoods. This increasing supply of hard and softwoods gave birth to numerous woodworking industries. One of the most important is the furniture industry now centered around High Point, North Carolina.

The tobacco fields of the Carolinas and Virginia were drawn on to supply materials for tobacco manufacturers and eventually establish the South as a major source of cigarettes for the United States. In the Birmingham-Chattanooga area, as early as 1880, an antiquated iron industry was re-organized and extended to take full advantage of the local resources of bituminous coal and iron ore and become one of the major steel-producing centres of the United States.

Thus, it was that, before the First World War, some of the basic industries of the South had already been well established. Even then, hardly more than 15 per cent of the Southern population was gainfully employed in manufacturing. Indeed, as late as 1930, 72 per cent of the population of the East-South-Central States was rural.

Agriculture itself had also been undergoing a quiet change. Cotton production was moving westward to Texas which, by 1900, was producing twice the cotton of any other state. In the Eastern States farming became more diversified, with the production of citrus fruits in Florida and in the more northerly areas such products as peaches, sweet potatoes, peanuts and corn. More recently, the change has been extended to include the production of cattle to take advantage of the pasture areas which would otherwise be of little use.

Effect of War

Against this background of earlier established industries, a new phase of industrialization has developed during and since the last war and has carried the South to a point where income from industry in many states exceeds that from agriculture. The intensified needs of the war accelerated the use of other Southern resources, such as petroleum, gas, sulphur, salt, wood pulp and an increasing supply of labour drawn from gradually mechanized farms. These resources were converted to such products as nitro-chemicals, petroleum products, aluminum, synthetic rubber, steel, automotive machinery, paper and synthetic fibres.

These new industries, plus a strong demand for agricultural products, have raised Southern per capita income payments to individuals from a low $344-$464 a year in 1929 (or 51 to 68 per cent of the national average of $680) to a new level of $882-$1,166 a year in 1949, or 66 to 88 per cent of the national income level of $1,330. True, the average Southern income is still below the national, but there has been a rapid gain as newer and higher paying industries make their presence felt among the older and lesser paying ones—agriculture, textiles and lumber.

This wave of industrial growth has snowballed, if one can use that expression in the South, through the introduction of secondary goods manufacturing, assembly and distribution, attracted by the increasing incomes of the South. This is better understood when we realize that, compared with 1929, the people of the South are buying today 333 per cent more lumber, building materials and hardwoods, 268 per cent more house furnishings and appliances, 394 per cent more food, 265 per cent more clothing, and 303 per cent more automotive goods.

Government Spending Rises

Any possibility of a postwar recession disappeared with the Korean crisis and a rapid increase in government spending, directly and indirectly, for military purposes. It is estimated that, since the Korean War, the United States Government has granted $4·2 billion in certificates of necessity to Southern plants, or 28 per cent of the national total of $14·5 billion. Since 1950, some 1,600 new plants have been approved for accelerated amortization certificates. In addition, the opening of military establishments and the enlarging of existing ones in the South has given constant and strong support to consumer purchasing.

The importance of such direct and indirect government spending is indicated in the report of the Federal Reserve Bank of Atlanta, whose district comprises the Southern States of Alabama, Florida, Georgia, Louisiana, Mississippi and Tennessee. The Bank estimates that in this district in 1951 the income dollar was derived roughly from the following sources: government, 19·3 cents; manufacturing, 16·4 cents; agriculture, 11·4 cents; services, 9·2 cents. The remaining 36 cents came from a variety of sources, such as construction, transportation, mining, public utilities and finance. The power of government spending did much to modify in the South the tendency for reduced economic activity following 1950 which manifested itself in certain other areas of the United States. This counter influence was particularly noticeable during the first months of 1952 when, in spite of a tendency for prices of agricultural products to decline and employment to fall in two major Southern industries, textiles and lumber, the general economic level continued somewhat above the previous year.

The Long-Term View

Bearing in mind the degree to which government spending is making itself felt in the economy of the South, it is important to note that, on a national basis, such spending is likely to rise until it reaches a peak in 1953 of about $60 billion. Then, in all probability, it will remain steady through 1954, when it may taper off. Consequently, for the next twelve months economic conditions in the South will probably remain much the same as in 1952, with some modifications in keeping with the national picture.

From a long-term point of view, any sudden cessation of government spending would mean difficult adjustments in the South. However, it should not be forgotten that the present Southern economy is more diversified and therefore better able than ever before to meet any recession. Moreover, its economy is being developed by making full use of prolific natural resources and the products are those for which there is a foreseeable and steady demand.

These changes in the South have a direct significance for Canada because they tend to bolster the United States market as a whole for Canadian trade. They are also providing new and interesting markets for Canadian products in the South, particularly for woods and wood products and foodstuffs.

—Gerald A. Newman
Consul of Canada and Trade Commissioner

TANKER CARGO INCREASES

In the 21 years between 1929 and 1950, UN statisticians report, tankers cargo became more and more important in seaborne shipping. Back in '29, dry cargo amounted to 85 per cent of the total tonnage of goods transported. By 1937, only 78 per cent of the total tonnage was dry cargo. For the year 1950, tanker cargo reached 230 million metric tons, or 43 per cent of total tonnage shipped by sea, compared with only 15 per cent in 1929. Total tonnage carried by sea in 1950 was 530 million tons.

Goodwill Trade Mission Takes Off

—Capital Press Photo

Members of the Goodwill Trade Mission to Latin America photographed at Rockcliffe Airport on January 5. Top step, left to right: James S. Duncan, Chairman and President, Massey Harris Co., Ltd.; Rt. Hon. C. D. Howe, Minister of Trade and Commerce; D. W. Ambridge, President and General Manager, Abitibi Power and Paper Co., Ltd.; Alfred Savard, Area Trade Office for Latin America, Department of Trade and Commerce. Second step, left to right: K. F. Wadsworth, President and General Manager, Maple Leaf Milling Co., Ltd.; Clive B. Davidson, Secretary, Canadian Wheat Board. Third step, left to right: Jules Leger, Assistant Under-Secretary of State for External Affairs; Frank L. Marshall, Vice-President in charge of Export, House of Seagram; Wm. Frederick Bull, Deputy Minister of Trade and Commerce. Bottom step, left to right: Jean-Marie Bonin, General Manager, La Cooperative Agricole de Granby; Alex Gray, President, Gray-Bonney Tool Co., Ltd. Not visible is Maurice Schwarzmann, Department of Trade and Commerce.

Japan Introduces Pressed Barley

A new process, developed by the Japanese, turns out a pressed barley which combines well with rice. One result: increased sales of Canadian barley to Japan.

TOKYO—In the last three years, Canadian barley has been finding a new outlet. Faced with a rice shortage that seems likely to continue for some time, the Japanese have been buying barley to supplement their diet—and Canada has shared in this market. Sales in the first ten months of 1952 reached over 16 million bushels, valued at $23·8 million, and these sales should continue. Before the war, no Canadian barley moved to Japan.

The main reason for this trend towards barley is a new process, developed in Japan itself, for turning out a pressed or rolled barley which can be boiled and combined with rice. The process was in use before World War II but only about 350 thousand metric tons a year were sold because there was plenty of rice. Now the consumption of pressed barley has reached a million metric tons a year.

Manufacturing Process

The manufacturing process is relatively simple. The grain is first put through selectors to eliminate dust and other impurities, then skinned and refined by scourers and grinding machines. Next, the barley is polished and softened by steam, and pressed by rollers to 1·3 mm. thickness. Finally it goes through a cooler-dryer to reduce the water content below 14 per cent. The by-products yielded in the manufacturing process include bran for cattle and poultry feeding; broken barley, a raw material used in the manufacture of soybean paste, and seed germ for oil and medicine.

The finished product bears some resemblance to rolled oats but it is not flaky. The most popular type is manufactured from Japanese barley which is the first choice because it is whiter and has smaller grains, blending with rice without too obvious a difference in texture and colour. Canadian two-rowed, United States and Australian Chevallier barleys also are popular with Japanese barley processors, because the finished product blends well with rice.

Rural Consumption High

The demand for processed barley in Japan comes largely from the rural areas and from the labourer class in the cities. This segment of the Japanese population requires large quantities of boiled grain food with every meal. Other urban dwellers do not eat much processed barley because they are generally able to stretch the present rice ration to meet their normal needs. Pressed barley is not often used separately as a boiled grain.

Production Increases

Barley has been a staple food for many years in Southeast Asia and the Far East. But until the Japanese method of pressing barley was evolved, its use as a boiled grain food was limited. The finished product complements rice because it provides the missing proteins. Equally important, it is relatively low-priced and yields important by-products in the manufacturing process. That is why progress of the Japanese barley processing industry is being watched closely by other rice-consuming countries in Asia. It may be that pressed barley of this Japanese type could be used to advantage elsewhere.

The productive capacity of the Japanese barley processing industry is now large enough to permit a substantial increase in output as and when the demand arises, either domestically or in adjacent export markets. There were 1,070 barley processing plants in 1951 with a capacity of over two million metric tons, compared with 611 plants with a capacity of 847 thousand metric tons in 1945. The industry feels that consumption of pressed barley will increase and that there may be a demand for the product from neighbouring markets, such as Okinawa and Korea. However, there is no indication yet that pressed barley will ultimately become an acceptable substitute for rice. Nevertheless, because of the present low price of pressed barley in comparison with rice, the demand may be expected to rise over the next five years.

—J. C. Britton
Commercial Secretary for Canada

Canadian businessmen interested in this pressed barley process may obtain fuller information and a limited number of samples from the Wheat and Grain Division, Department of Trade and Commerce. See also article in the September 13, 1952, issue of "Foreign Trade".

—The Editor

Data for Exporters

The International Trade Relations Branch of the Department of Trade and Commerce has prepared bulletins covering shipping documents and customs regulations of the following countries: Austria, Belgium, Belgian Congo, Brazil, Chile, Colombia, Cuba, Denmark, Dominican Republic, Egypt, Finland, France, Western Germany, Greece, Guatemala, Haiti, Iceland, Indonesia, Israel, Italy, Mexico, Netherlands, Netherlands Antilles, Nicaragua, Norway, Panama, Peru, Surinam (Netherlands Guiana), Sweden, Switzerland and Venezuela.

If you wish copies, write to the Branch. Data on other countries will be compiled from time to time and will be added to this list.

Italy

The Trade in Cotton Textiles

During 1951, the cotton textile industry contributed 14 per cent of the total value of Italy's exports, with increased sales to European and African countries.

ROME—In the Italian textile industry during 1951 raw material imports continued scarce but exports of finished products remained fairly high. Total imports, including limited quantities of yarns, materials, and manufactures, amounted to 196,090 tons; total exports, to 87,726 tons. This was a drop of 9·6 per cent in imports and an increase of 10·1 per cent in shipments over 1950.

According to the Central Institute of Statistics, the value of imports and exports in 1951 was 146 and 142·8 billion lire respectively, as compared with 108·4 and 92·2 billion lire in 1950. Expenditures abroad increased by 34·7 per cent, but the total proceeds rose 54·9 per cent. The value of each ton increased 48·9 per cent (48·1 per cent for cotton in bales) for imports and 40·5 per cent for exports. It is noteworthy that the total value of exports was closer to that of imports than in any other postwar year, with the exception of 1948, when exports actually exceeded imports in value. The cotton industry accounted for 11 per cent of the total value of Italian imports (1,324 billion lire) and for 14 per cent of the value of exports (1,018 billion lire).

Exports and Imports

The fact that the value for purchase of cotton in bales increased more than for sales of cotton products is particularly noteworthy because the quality of the 1951 exports was superior to that of 1950. This increase in value varied with the groups of products exported. For example, the increase was 56 per cent for yarns but was much lower for fabrics and manufactures. In the unmercerized fabrics group (a very important part of the entire trade) increases equalled 38 per cent for unbleached materials, 43 per cent for bleached materials, 25 per cent for dyed materials, 30 per cent for printed materials and 28 per cent for coloured fabrics. Among mercerized products increases were 31 per cent for dyed materials and 36 per cent for printed materials. Other articles showed a considerable turnover but percentages were much lower—18 per cent for fancy materials, 25 per cent for velvets, 25 per cent for sewing cottons. Prices for the higher quality articles remained more stable.

Baled cotton imports in 1951 amounted to 186,045 tons, a monthly average of 15,500 tons. This was about 2,500 tons short of spinning mill requirements. Total imports dropped 8·4 per cent to 203,179 tons, as compared with 1950. Cotton waste and linters imports amounted to 7,156 and 1,927 tons respectively, as compared with a total of 10,921 tons in 1950. The imports of cotton wool and prepared cotton were negligible in 1951. In yarn, the turnover fell from 284 to 219 tons and for materials and manufactures (including sewing cotton) from 1,122 tons in 1950 to 628 in 1951.

Source of Imports

	1951		1950	
	Tons	%	Tons	%
United States	110,691	59·5	135,874	66·9
Egypt	29,800	16·0	28,184	13·9
Pakistan	15,279	8·2	7,746	3·8
Argentina	9,830	5·3	964	0·5
Mexico	7,332	4·0	10,349	5·1
Turkey	3,156	1·7	7,853	3·9
Iran	2,984	1·6	1,257	0·6
Brazil	1,508	0·8	1,828	0·9
India	1,163	0·6	1,990	1·4
Other countries	4,302	2·3	6,134	3·0
Totals	186,045	100	203,179	100

As the table indicates, the shrinkage of purchases from the dollar area was only partially compensated by imports from the sterling area (Pakistan, Egypt and Iran). Purchases from India and Turkey also were reduced but there was a surprisingly large increase (more than tenfold) of imports from Argentina.

Exports Analyzed

Semi-manufactures exported in 1951 amounted to 33,831 tons. Exports of finished products (excluding sewing thread) totalled 49,083 tons, an increase over 1950 of 1,919 tons and 12·2 per cent respectively. Exports of yarn went up until July, then fell off slightly. Exports of fabrics and manufactures remained more or less stable as compared with the previous year, but in the last quarter of 1951 they showed a decidedly favourable increase. Exports of waste fell to 4,812 tons from a total of 7,700 in 1950. These figures included limited quantities of raw cotton, prepared cotton and cotton wool.

Exports of Yarns

Two-thirds of the yarns were bought by Italian customers in Europe. Otherwise, the Union of South Africa, Hong Kong, Australia and, above all, Pakistan were the only four countries to purchase fairly high quantities. In Europe, France, as usual, was the most important customer, absorbing 21·8 per cent of yarn exported. Pakistan took 16·3 per cent., the United Kingdom 13·6, Western Germany 5·9, Norway 3·8, South Africa, 3·5, Belgium 3·3, Hong Kong 3·2, the Low Countries 2·9, Sweden 2·7, Australia 2·3 and Yugoslavia 2 per cent. The remainder, about 20 per cent, was absorbed by a very large number of countries. Canada's share was small.

Export increases in 1951, as compared with 1950, were due almost exclusively to the improvement in shipments to European countries, following the liberalization of trade within the framework of OEEC. The United Kingdom (which almost doubled its purchases), Western Germany, the Netherlands, Sweden and Switzerland were the largest importers of

Italian yarns in 1951 as compared with the previous year. Conversely, other members of the European Payments Union, such as Austria, Denmark, Norway and Turkey, reduced purchases and exports to Yugoslavia also fell.

Outside Europe, Australia and Hong Kong, which in previous years had purchased negligible quantities, became the largest outlets. Pakistan, on the other hand, bought almost 17 per cent less yarn than in 1950.

Materials and Manufactures

Exports of materials and manufactures were, as usual, very much broken up. Europe took slightly more than half of the whole quota; the remainder went to many parts of the world. France (21·8 per cent of the total) was the most important customer. Next came the United Kingdom (14·2 per cent), Australia (6·9 per cent), British Equatorial Africa (5 per cent), Turkey (4·5 per cent), South Africa (3·2 per cent) and, in quotas between 3 and 2 per cent, the following: Iraq, French Morocco, Egypt, Norway, U.S., British Malaya, the Belgian Congo.

The larger volume of exports in this group of textiles in 1951 arose mainly from the keener demand of certain African countries, including French Morocco, the Belgian Congo, South Africa, British Equatorial Africa, the former Italian colonies and Australia. In Europe, the larger sales to many EPU countries (Turkey, the United Kingdom, Sweden, Denmark, Belgium, Greece, the Netherlands) made up for the marked shrinkage in exports to France, caused by the renewal of French customs duties. These exports to France have dropped to about two-thirds of the 1950 volume.

Exports of yarn were confined mainly to unbleached articles (89·6 per cent of the total volume, including mercerized goods). Unbleached materials, mercerized or not, (28·9 per cent) led the group of finished products. However, despite the increase in total exports as compared with 1950, unbleached materials fell from 15,401 to 13,710 tons. Consequently, the increase in the volume of sales was mainly in processed materials (dyed, bleached, printed) and other manufactures (especially velvets and plushes). Unbleached materials for the most part were exported to European countries (mainly France, the United Kingdom, Norway and Switzerland). All the other types of manufactures and materials were absorbed mainly by non-European markets.

—Shirley G. Macdonald
Commercial Counsellor for Canada

COARSE GRAIN

Canada's record wheat corp in this crop year was accompanied by an excellent coarse grains harvest. Combined exports of oats, barley, rye and flaxseed from August to October of the current crop year reached 54·7 million bushels, an increase of 37 per cent over exports for the first quarter of 1951-52. Barley led the parade, with shipments of 35·4 million bushels, an increase of 78 per cent over the first quarter of 1951-52. Major barley buyers were Germany, Japan, the United States, and Belgium—in that order. Seven other countries purchased smaller quantities.

FAIRS and EXHIBITIONS

The B.I.F. in '53

Canadian businessmen interested in finding British products suited to their particular requirements should jot down a significant date—April 27. That day the 32nd British Industries Fair will open simultaneously at London and at Castle Bromwich, Birmingham. Some 3,000 manufacturers, representing more than 80 industries, will be exhibiting and the displays will cover over a million square feet.

Special attractions will include a "sectional city", composed of prefabricated buildings designed for the export market. The nautical-minded will be attracted to a new section showing sea-going yachts, cabin cruisers, and racing hydroplanes. Outstanding in the London Fair will be the textile and clothing exhibits. At Birmingham, visitors will see the world's largest moving drag-line.

Many exhibitors, keen to increase their sales abroad and particularly to Canada, will be quoting lower prices and promising more speedy delivery. The dates again—April 27 to May 3.

Presses Will Roll

Radically new printing processes will be demonstrated at the New England Printing Fair in Boston, January 13, 14 and 15, in the First Corps Cadet Armory (opposite the Statler Hotel). The Fair will be the outstanding attraction during the Seventh Annual Printing and Publishing Week of New England, January 12-17, and is sponsored by some 14 Massachusetts printing groups.

Letterpress, offset lithography and the silk screen process will be featured in three institutional exhibits, each occupying 400 square feet. Demonstrations of these three processes and of uses of the finished products will be given. Fifty other booths will display the specialties of a number of printing firms.

Jubilee at Utrecht

Two special events will mark this year's Industries Fair at Utrecht, Netherlands, from March 17-26. First, it will be the 60th Fair and second, it will see the opening of the great new exhibition hall. Total exhibit space will reach about 750 thousand square feet. Canada will be participating for the second time since the war with an official display.

Products of about 4,000 firms will be grouped into 45 commodity sections. The textile manufacturers in the Benelux countries expect to have a spectacular exhibit of cotton, linen and rayon products. Electro-technical products, transport materials, construction machinery, etc., will also be featured. Normally the Utrecht Fair attracts between 150 and 200 thousand visitors, with over sixty countries represented.

Exhibition at Hong Kong

When the Annual Exhibition of Hong Kong Products, sponsored by the local Chinese Manufacturers' Union, made its debut before the last war, it had a retail character. Primarily, it was intended to encourage the colony's fledgling industries by inducing residents to buy their products. Exhibitors still make retail sales direct from their stands.

This year's exhibition, held from December 15 to January 4, showed the influence of a new trend. Now Hong Kong's expanding industries want other markets, particularly in the United Kingdom and in Southeast Asia. The exhibition therefore strives to attract overseas buyers.

On display were the products of 156 different industries. Visitors crowded to examine the locally-made Coronation souvenirs, all based on designs approved by the official Coronation Souvenirs Sub-committee. Other exhibitors displayed textiles, glassware, rubber products, plastic goods, foodstuffs, cosmetics, grass and mat products, etc.

United Kingdom

Token Imports for 1952

THE Token Import Scheme covering imports into the United Kingdom of certain specified Canadian commodities will continue in 1953, it was announced in Ottawa recently. All quotas will remain the same as last year—30 per cent by value of each manufacturer's average annual trade with the U.K., for the commodity covered, in the years 1936 to 1938.

Two Concessions Made

Canadian exporters of women's hosiery have been granted one concession. They will be allowed to ship to British importers nylon stockings up to one-third of their quota for women's full-fashioned hosiery. One other modification affects apparel manufacturers. They will be permitted to use one-seventh of certain apparel and lingerie quotas to export goods trimmed with lace or lace net. Manufacturers affected by these changes may obtain full details from the Export Division, Department of Trade and Commerce, Ottawa.

Vouchers for token shipments under the 1952 scheme will be accepted up to the end of February 1953, on the understanding that import licences against them would cease to be valid on March 31, 1953. This represents an extension of one month as compared with 1952.

Begun in 1946

The Token Import Scheme was inaugurated in 1946. It was designed to enable Canadian firms whose goods had been largely excluded from the U.K. market to keep their products and brand names before British importers and the British consumer by import licensing. It included about 62 commodities which Canada was able to export, such as rubber footwear, oats, canned foods, films, canned lobster, cosmetics and toilet preparations, electric appliances, etc. In 1948, leather footwear was added.

Only exporters who had previously shipped to the United Kingdom were eligible to participate. The original quota was 20 per cent of 1936-38 shipments. This remained unchanged until 1951, when it was raised to 40 per cent. In 1952, it was reduced to 30 per cent.

The value of goods which Canadians could ship under the 1952 quota totalled about $5·6 million, compared with $7·5 million in 1951. In the last few years, the British purchase tax and competition from other countries have made sales under the scheme more difficult. In the past year about 266 firms participated, as against only 118 in 1946 when the scheme got under way.

—EXPORT DIVISION
Department of Trade and Commerce

Trade in the Maldives

On January first, the tiny Maldive Islands in the Indian Ocean became an independent republic under British protection. Here is a brief account of their history and commerce.

COLOMBO—A traveller coming ashore from his ship in Colombo usually notices a number of large, picturesque sailing craft at moorings near the main passenger jetty. These vessels, which look somewhat like Arab or East African dhows, probably come from the Maldive Islands and are the principal physical connection between these islands and Ceylon. Modern ships and aircraft also link the two territories.

A Cartographer's Splutter

The Maldive Islands, described as a "cartographer's splutter in the Indian Ocean", are little known. Yet they are an interesting and distinctive geographical, racial and political community. They consist of a series of coral atolls covering a substantial area in the Indian Ocean some 400 miles southwest of Colombo. The number of the islands themselves is legion but for administrative purposes there are 17 atolls.

There are few reliable records of the early settlement of these islands. It is reasonably apparent, however, that the earliest settlers were of Ceylonese stock, although some of them may have come from India. In course of time the islands have produced their own type and their own language and customs. However, their habits as well as their trade and political tendencies have continued to resemble those of their neighbours in Ceylon.

Political History

In early days, the islands and the people were governed by Sultans or other autocratic rulers. When European governments were intent on colonial expansion in the East they came under the control of Portugal and later of Holland. When Great Britain took over the government of Ceylon from Holland, the Maldivian authorities concluded an agreement with the Crown whereby the British Government undertook to protect the Islands from attack and to conduct their affairs with foreign powers. Domestic matters were left completely to the discretion and the management of the people and their appointed representatives. This agreement remained in force for 70 years, to the mutual satisfaction of both parties.

The Maldives have another and unusual claim to individuality. As an offshoot of Ceylon they were originally adherents of the Buddhist faith. However, through visits of some of the islanders (presumably members of some of the leading families) to Middle Eastern countries, the population was converted to Islam. Since the 12th century it has been a predominantly Moslem community.

On January 1, 1953, the Maldive Islands became a republic under British protection. In practice, the change will be of small consequence because there has been no ruling Sultan in power for some years; the administration has been headed by a Prime Minister. In assuming this new status, the islands will not be weakening in any way their traditional relationship with the Crown nor with the present independent government of Ceylon. Formal agreements confirming the new *status quo* were signed in Male (the Maldivian capital) by United Kingdom and Ceylon Government representatives early this month.

Employment and Trade

The 1946 census of the Maldives showed a total of 82,068 people distributed fairly evenly among the 17 atolls. Principal occupation is fishing because the surrounding seas provide an extensive and valuable harvest. Much of the fish is exported to Ceylon as Maldive fish and provides a large part of the islands' total income. The coconut industry, field husbandry, matting, lace, lacquer work, shells and carpentry are the other sources of income. The Government has, in recent years, established numerous schools and hospitals and is carrying out a progressive policy of education and social welfare.

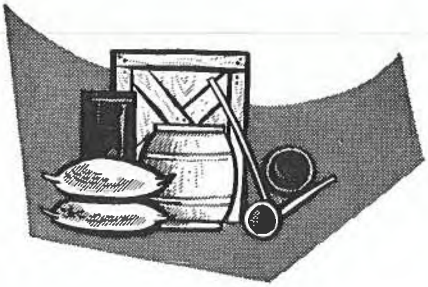
The Maldives cannot be regarded as a trading community of any importance except as a tributary of Ceylon. On occasion, the islands exchange small quantities of exports and imports with India, but the great bulk of external business is carried on with Ceylon and in particular with business connections in Colombo. Exports are made up largely of Maldive fish; principal imports are cereals in various forms and textiles. Trade with Ceylon in recent years has totalled some Rs.7,000,000/– to Rs.8,000,000/–, with exports averaging about twice the value of imports. Because Ceylon is a traditional importer of cereals and textiles, sales of such goods to the Maldives represent a re-export trade which, for textiles, is concerned largely with Indian products and, for cereals, with rice grown in Burma or other countries.

Trade Control

A substantial proportion of the import and export trade is controlled by the Maldive National Trading Corporation, a government-sponsored business organization which maintains a head office in Male, the capital, and a branch in Colombo. Operating on an import and wholesale basis, it supplies the islands' varied requirements to distributors and dealers throughout the area.

The present administration of this remote area provides an object lesson for others. Isolated and with limited resources, these islanders have nevertheless created a solid and progressive community with modern social services and trading facilities. They are an asset to Commonwealth interests in Southeast Asia.

—Paul Sykes
Canadian Government Trade Commissioner



COMMODITY NOTES

BRAZIL

Rayon, Acetate Fibres—Brazil boosted its production of rayon and acetate fibres to 13,400 metric tons during the first six months of 1952, a 20 per cent increase over the previous six months. Production of high tenacity tire cord has received special emphasis, with plans for an eventual output of 12 thousand metric tons a year—enough to provide for all of the country's needs in tire manufacture and also permit some exports—Rio de Janeiro, December 18.

CUBA

Molasses—The Molasses Selling Committee of the Cuban Sugar Stabilization Institute has concluded sales contracts totalling 230 million gallons of molasses at a price of seven cents a gallon, base 52 per cent total sugar content, export tax excluded, for shipment over the next few months until April 30, 1953. No less than 48·4 million gallons will be used for cattle feeds, and a rebate of 2½ cents per gallon will be allowed on molasses destined for alcohol production if it is shipped before February 1, 1953, or 2¼ cents if shipped after that date—Havana, December 12.

Sugar—The size of the 1953 sugar crop has been officially set at a maximum of five million Spanish long tons, compared with the record-breaking crop this year of 7,011,498 long tons. Difficulties in disposing of the '52 bumper crop prompted the Government to set aside a substantial portion (1,750,000 tons) for disposal over the next five years and to reduce the size of the next crop—Havana, December 12.

GERMANY

Electrical Machinery—The Central Association of the Electro-Technical Industry in Frankfurt has announced that the value of electrical machinery exports in the first nine months of 1952 reached DM800 million, a 7 per cent increase over 1951. The electro-technical industry in the Federal Republic and West Berlin is now responsible for a greater share of export earnings than prewar. In spite of the record value, Germany, once the leading exporter of these products, now ranks third and produces 11 per cent of the world's exports in this field—Bonn, December 10.

NETHERLANDS

Miniature Cactus—Exports of miniature cacti will be speeded up by the development of a special matrix which hardens quickly and permits transport in safety. It also overcomes customs difficulties encountered in some countries when plants are transported with soil on their roots. Another feature is that it makes possible the wearing of "living" boutonnieres. The producers can supply all sizes from postage stamp upward and all shapes and colours. A few drops of water every week or fourteen days is all the attention plants in the new matrix require—The Hague, December 20.

NORWAY

Staple Fibre—Norway is now the largest supplier of staple fibre to the United States. During the first six months of 1952, the U.S. bought 17 per cent of her staple fibre from Norway and about 13 per cent from Great Britain. Norwegian exports to the U.S. totalled 3,700 tons with a value of almost equal to that of Norway's total exports of staple fibre during 1951—Oslo, December 8.

Niobium—Norway will soon be able to produce the mineral called "soevitt," from which niobium may be extracted. Niobium is a very rare metal in great demand. Surveys show the areas at Soeve (from which the name of the mineral is derived) in the south of Norway to be very rich in deposits. Operations will be on a small scale until the possibilities for profitable production can be estimated—Oslo, December 8.

PAKISTAN

Freight Cars—Orders have been placed by the Pakistan Railways for 7,423 freight cars from France (3,256), Belgium (1,986), United Kingdom (909), Italy (622), West Germany (466), Japan (154), and Holland (30). France has already delivered 1,300 freight cars for the Eastern Bengal Railways, which will be used to carry jute, and 366 freight cars have been delivered to the North Western Railways in West Pakistan by Japan and West Germany—Karachi, December 10.

SWEDEN

Robot Clock—A new robot clock for remote control of electrical circuits, said to be the first of its kind in the world to provide a choice of timings over a period of more than 24 hours, will soon be marketed by the Co-operative Union. It will turn a switch off and on 50 times at specified hours for an entire week—Stockholm, December 9.

Cement—Exports of cement in 1952 are estimated at more than 300 thousand tons. Turkey, the largest buyer, took 65 thousand tons; French Morocco and Saudi Arabia, 30 thousand; Norway, 25 thousand and Madagascar, 20 thousand tons. A new agreement was recently signed with Brazil providing for increased cement exports in 1953—Stockholm, December 9.

New Zealand

Topdressing from the Air

By this new method, New Zealand is reclaiming hill country pastures needed to expand its vital livestock industry. Some Canadian-made "Beavers" are being used on this project.

WELLINGTON—The maxim, "Necessity is the mother of invention" aptly describes the development of aerial topdressing and grass seed sowing in New Zealand. This country needs good pasture lands for its vital livestock farming industry (95 per cent of 1950 exports were of animal origin), and the use of aircraft for topdressing and seeding has meant faster and more economical improvement of eroded hill country pastures. Over ten million acres of responsive hill country can now be topdressed, it is estimated, and as a result it should be possible to increase the sheep population by 50 per cent.

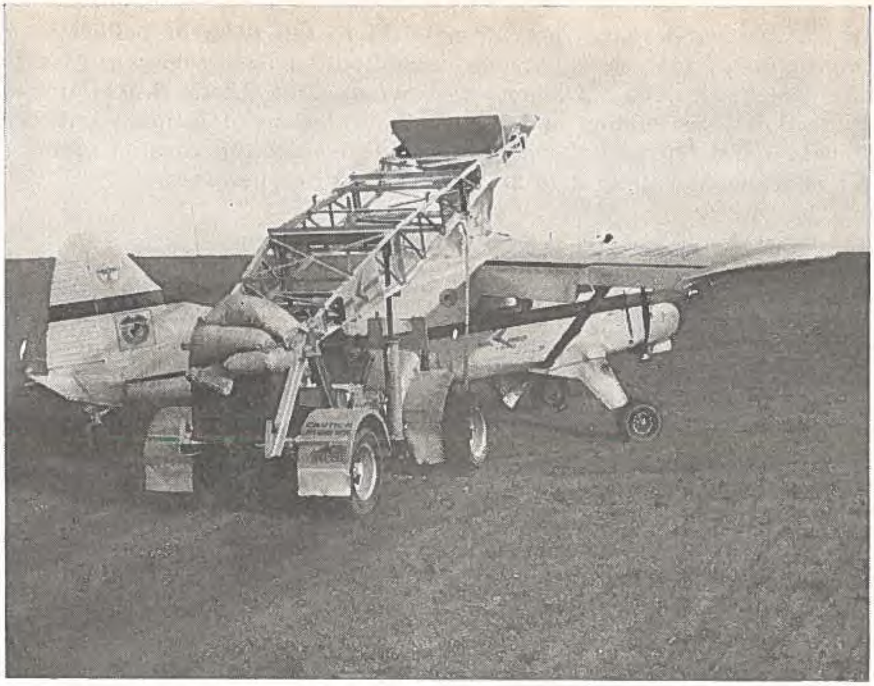
Improving Hill Pastures

New Zealand is largely a mountainous country. Less than one-quarter of its land surface is below the 650-foot contour and the flat land is a relatively small proportion of the total. Much of the excess run-off and erosion results from inadequate cover provided by poor pastures. Most hill country soils respond to phosphatic fertilizers, basic slag, lime and nitrogen, but the problem has been to find an economic way to apply fertilizers over a large area of rough, hilly country and to introduce legumes (clover) to remedy the nitrogen deficiency.

Topdressing with fertilizers alone will not automatically increase production. It must be carried out on a soil and a pasture which will respond. It must be accompanied by the introduction or stimulation of desirable clover species in the sward and by adequate sub-division and efficient grazing management to control the extra growth produced. If desirable clovers are lacking in the hill pastures, they should be introduced by surface seeding when the topdressing is being done.

Methods of Topdressing

The oldest method of distributing fertilizers on land too steep or too broken for machines is by hand. It is a slow and expensive method; calls for more labour than is available nowadays and makes for uneven distribution. A New Zealand research worker, E. A. Gibson, investigated the cost of distributing fertilizer on the farm and found that within a radius of up to five miles from the farm gate, an aircraft was 160 times more efficient than a pack-man, 48 times more efficient than a pack-horse, and 24 times more efficient than a sledge. Tests in 1949 showed that the cost



This Canadian Beaver aircraft is taking on fertilizer from a specially constructed loader—the operation takes only ten seconds—before making another flight to topdress eroded soil in New Zealand's hill country.

of operating an aircraft of 400-500 lb. capacity in spreading superphosphate was about twopence an acre (receiving two cwt. of fertilizer) per mile of radius of action from the airstrip. (This cost, of course, has since risen considerably.) By comparison, cost per acre was 2/10½d. when sledge transport was used, 4/10d. with a pack-horse, and 13/6 by man-power. Rapid loading is one reason the aircraft operation is so much cheaper.

Tests have also been made with blower type topdressers. The blower-type equipment consists of machines which blow finely divided material into the air so that it is dispersed by the wind. Reasonably satisfactory spreads have been obtained by this method when finely ground materials were used and the wind was right. Costs of application are considerably lower than for hand topdressing and less labour is needed.

Aircraft Trials

Trials using light aircraft fertilizer topdressing machines were initiated soon after the war. In 1947 the Soil Conservation and Rivers Control Council became interested in the project and, with the co-operation of the Royal New Zealand Air Force, arranged preliminary trials in 1948. For these trials they used a modified Grumman *Avenger* torpedo bomber, fitted with a detachable fertilizer hopper capable of carrying about a ton of fertilizer. These trials consisted of several runs across the concrete runways of an aerodrome at various heights. The spread of the fertilizer was judged by sweeping up the material on the runways, with the 10 square yard hexagonal blocks of the runways being used as sampling units.

It was found that granular material in the form of pellets which would pass a $\frac{3}{8}$ inch sieve but be retained on a $\frac{1}{4}$ inch sieve was essential for efficient spreading. A diameter of two mm. was best. D. A. Campbell of the Soil Conservation and Rivers Control Council estimated that an aircraft flying 400 feet above the ground and making parallel flights 90 feet apart would apply 2 to $2\frac{1}{2}$ cwt. of fertilizer per acre.

Area Covered

A larger trial was carried out in the field in 1949. This was organized by the Soil Conservation and Rivers Control Council, with the Royal New Zealand Air Force co-operating in the work. An area of 1,100 acres of steep hill-land was topdressed, the Council paying for the work and the farmers paying for the fertilizer. The 1,100 acres were satisfactorily topdressed with 137 tons of fertilizers in 57 hours flying time. The trials proved the aerial topdressing was practicable and reasonably accurate even on the steepest hill country. It was found that, generally speaking, for a single-engined aircraft, dispersal is proportionate to height up to approximately 600 feet. Above this height, any further increase in width is insignificant. The greatest measured width of strip was 85 yards for 550 feet of altitude, and the smallest width 45 yards for an altitude of about 200 feet.

Measurements were also made of the weight of superphosphate per acre deposited at uniform distances from one side to the other of the strip, at right angles to the direction of the flight. Peak weights per acre were recorded in the centre of each strip for each flight at altitudes of 200, 400 and 600 feet. It was apparent that peak weights per acre are in inverse proportion to height. The need for an average topdressing of about two cwt. superphosphate per acre pegged the satisfactory working altitude at between 400 and 600 feet.

An Industry Results

These successful trials stimulated the interest of private aircraft operators and the aerial topdressing industry has grown rapidly. There are now over 100 aircraft operated by 24 firms and employing 600 persons engaged in the various branches of aerial farm work. In 1950, nearly $64\frac{1}{2}$ million lb. of fertilizer were dropped, treating about 280 thousand acres and requiring 10,712 flying hours or about 160,680 flights. In 1951 these figures rose to $168\frac{1}{2}$ million lb. of fertilizer treating 687,531 acres, and 24,560 hours flying time or about 368,400 flights. The figures for flights are approximations based on the average of four minutes per flight. In addition, rabbit poisoning, crop spraying with weedicides and pesticides, and dropping of supplies were carried out by aircraft. The firms engaged in this work have formed an association known as the Aviation Industry Association of New Zealand. They have shown great ingenuity and enterprise in improving techniques and developing suitable equipment for commercial aerial topdressing.

The aircraft used by this group are mostly *Tiger Moths* carrying three cwt. of fertilizer, and some Canadian-made *Beavers*. The availability of the *Tiger Moth* and its simplicity and cheapness made it the obvious choice for starting this type of work, but there is ample scope for the designing of a special aircraft for the industry. The *Beaver* is doing good work and no doubt will be further improved as experience is gained.

A demonstration of high speed aerial topdressing, arranged by the Aviation Industry Association, was held near Wellington in October. A Canadian-built *Beaver* aircraft carrying 1,500 lb. of fertilizer and operated by a firm known as Rural Aviation Limited was used and spread 60 tons of superphosphate over 600 acres in a few hours. The mobile loader employed was designed by Rural Aviation. It consisted of a four-wheel drive truck chassis mounted with a hydraulically operated boom. At the end of the boom there is a large hopper extending over the front of the vehicle. This hopper is shaped like a funnel and will hold about 1,800 lb. of fertilizer. The aircraft taxis up, the loader moves into place, and the machine is fully loaded in 12 to 18 seconds. The time required to load the aircraft, take off, spread the load three miles away and return ready again for loading was slightly over five minutes. The airplane spends less than a minute on the ground each time it returns for a load.

Last year the *Beaver* flew about 1,200 hours, dropping seven to eight tons an hour, and distributed 8,400 to 9,000 tons during the year. The two *Beavers* owned by Rural Aviation Limited are able to operate on approximately 150 days of the year, achieving each day an average of 90 take-offs. The machine can carry 1,800 lb. of payload.

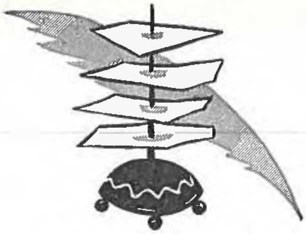
A *Tiger Moth* aircraft equipped for spraying weed-killer also gave a demonstration. The machine carries a 46-gallon tank of hormone liquid which is atomized through jets in a boom fixed under the wings. The *Moth* is able to fly quite low and spreads a fine spray with good density on the ground.

Costs Discussed

The cost of aerial topdressing was proved during the 1949 trials to be competitive with normal topdressing costs on difficult hill country and to vary from 6/–d. to 15/3d. an acre for the application of two cwt. of fertilizer. Since that time, the better loading equipment designed and the improved flying techniques devised have cut down operating costs. Rural Aviation Limited's charges for the *Beaver* aircraft are £4 per ton for a radius of three miles from the airstrip and £1 extra per ton for every additional mile. Five miles is considered the economic operating limit. These charges work out at 8/–d. per acre for the three-mile radius, illustrating the advances made in reducing costs through perfecting equipment and techniques. When the rise in costs of labour and equipment since 1949 are taken into account, these operating costs become even more significant.

Technically, the operating time appears to have been reduced as far as possible. Any further speeding-up must come from improved aircraft performance. Small aircraft are best for small-scale operations where manoeuverability around hillsides is necessary and small landing strips are used. They are, however, less suitable for spreading extensive areas of flatter land at some distance from the airstrips or the source of materials. The use of larger aircraft capable of carrying up to six tons of fertilizer for the more extensive operations is now being studied.

—Roy W. Blake
Commercial Secretary (Agriculture) for Canada



GENERAL NOTES

CHILE

Japanese Legation Will Re-open—Authority of Congress is being sought, it is reported, to re-establish the Japanese Legation in Chile and, at the same time, to re-open the Chilean Legation in Tokyo. Diplomatic relations between the two countries have been suspended since 1942—Santiago, December 15.

CUBA

New Trade Record—The overall trade of Cuba (imports and exports) totalled $1,406,400,000 in 1951, or a 21 per cent ($249,300,000) increase over 1950. This figure also constituted an all-time record in the history of the Island, surpassing the previous mark set in the sugar-boom year of 1920, when trade reached $1,351 million. However, 1920 showed a more favourable balance of trade than did 1951, comparative exports in both years being, respectively, 58·8 per cent and 54·5 per cent, and imports 41·2 per cent and 45·5 per cent of the total—Havana, December 12.

GERMANY

Overseas Bank Resumes Activity—The Bank Deutscher Laender has recently announced that the German Overseas Bank, Berlin, has been authorized to resume activities in the Federal Republic, with operating headquarters in Hamburg. It will be financed and provided with trade connections by the successors of the Deutsche Bank. The Overseas Bank will now be in a similar position to the German-South American Bank, fostered by the Dresdner Bank, which during the past two years has been able to reclaim its former business connections— Bonn, December 10.

ITALY

Power by Gas—The recent important discoveries of methane gas in Italy have resulted in the Mirafiore factory of the Fiat Company substituting this gas for coal and fuel oils. This is the largest industrial organization to turn to methane, but about a thousand other firms are now using it and an equal number have arranged to employ this gas in place of imported fuels—Rome, December 18.

MALAYA

Trade Balance—Malaya's favourable trade balance in January-September 1952 amounted to Malayan $80 million, compared with a favourable balance of Malayan $1,160 million during the same period in 1951. Preliminary statistics for November indicate no change in the trade balance for the eleven months of 1952. Lower prices for rubber and a decline in the volume of exports are the chief reasons for the change in the balance of trade in 1952 compared with 1951. During the nine months period, imports from Canada totalled Malayan $30·9 million, compared with Malayan $22·3 million during January-September 1951. Exports to Canada dropped considerably—from Malayan $124·5 million in the first nine months of 1951 to Malayan $48·3 million in the corresponding period in 1952—Singapore, December 5.

PAKISTAN

Fertilizer Factory—The Government of Pakistan has recently signed an agreement with the Technical Co-operation Administration of the United States, whereby the U.S. will assist Pakistan to establish a fertilizer plant valued at approximately $16·5 million. The Pakistan Industrial Development Corporation, a Crown company, will handle the erection and administration of the plant. Because of the importance of fertilizers for scientific development of agriculture, the main occupation of over 80 per cent of the people, the country's resources were surveyed and a detailed report made on the possibility of setting up a synthetic fertilizer plant. A process has been developed through which a large quantity of ammonium sulphate can be produced from Pakistan's resources of coal and gypsum. The Union Chimique Belge, a well-known Brussels firm, has been appointed as technical consultant for the project—Karachi, December 13.

SINGAPORE

New Spinning Mill—A million dollar Malayan cotton spinning mill, financed by Chinese interests from Singapore and Hong Kong in conjunction with the Colonial Development Corporation, is about to begin operations. Nearly 100 skilled spinners and technicians have been brought from Hong Kong to install and operate 4,000 spindles. Initially, second-hand Japanese and Hong Kong machinery will be used. If the enterprise succeeds, 6,000 new spindles will be added. In full operation, the mill should produce a minimum of 500 bales of yarn a month for export, mainly to Indonesia—Singapore, December 5.

SOUTH AFRICA

Capital in Industry—At the end of 1950, private and corporate investments in industry totalled £310·2 million, consisting of fixed property, £132·8 million; plant and equipment, £176 million; and stores, £2·4 million. Net increment in investment capital during the twelve months was £41 million, as against £60 million in 1949. The lower figure was the result of rigorous "writing down" of property and equipment values—Cape Town, December 1.

Aluminum on the Gold Coast

With its reserves of bauxite and power potential, the Gold Coast may see a huge aluminum development in the next few years, in which a Canadian company will share.

LONDON—A project first conceived some thirty years ago, the production of aluminum on the Gold Coast, has moved a step nearer fruition. Late in November the United Kingdom Government published a White Paper outlining the scheme and the various stages in which it might be accomplished. Canadians are taking special note because Aluminium Ltd., a Canadian company, will invest heavily in it.

Financing the Scheme

This Volta River aluminum development has taken on new importance as consumption of aluminum in sterling area countries has risen. In 1951, these countries consumed 14 per cent of world output of aluminum but produced only 2 per cent. Successful completion of this scheme, says the White Paper, would guarantee British industry additional sterling area supplies of aluminum at competitive prices to meet "growing requirements for which it would be unwise to rely on other sources". In point of fact, it is estimated that by 1960 half of the entire sterling area's anticipated additional requirements could be met from this source.

Sharing in the costs would be the United Kingdom Government, the Gold Coast Government, the British Aluminum Company, and Aluminium Ltd. of Canada. The private companies would be primarily responsible for the production of aluminum and the two governments for the hydro-electric scheme and the public works services.

To the United Kingdom would fall the major responsibility for financing the power project, which might cost about £54 million. The Gold Coast Government would probably contribute at least £8 million of this.

Stages of Construction

- First step would be construction of a power station, the cost of which is provisionally estimated at £54 million. Power would become available some five to seven years after work begins.

- Step two would be the erection of an aluminum smelter, with an initial capacity of 80 thousand tons and an ultimate capacity of 210 thousand tons a year, to be reached within twenty years. Bauxite would be obtained from local sources. The Gold Coast is said to have reserves of some 200 million tons.

- Third part of the scheme would be the construction of a new port about twenty miles east of Accra, to cost £11 million. Other public works are planned at an estimated cost of £15 million.

Total cost of the whole project would be about £100 million for aluminum production at the initial rate of 80 thousand tons a year and £144 million at the maximum rate. However, says the Paper, there is a risk "of exceeding the estimates by a substantial margin".

First Moves

One of the first moves towards realizing the project would be the creation of a Volta River Authority to undertake the construction of the dam and the hydro-electric works. The development of the aluminum smelter and the bauxite mines would be the responsibility of a smelter company. Equity in this would be provided by the aluminum companies, except for a minority in Gold Coast hands.

The smelter company would be under an obligation for thirty years from initial production to offer buyers in the United Kingdom not less than 75 per cent of the metal produced. This would mean that British consumers should be able to count on at least 60 thousand tons a year at first and on a minimum of 157 thousand tons a year when full capacity is reached.

U.K. Imports

In 1951 the United Kingdom imported 176 thousand tons of virgin aluminum, of which Canada supplied 172 thousand tons costing £18 million. Production in the United Kingdom is about 30 thousand tons a year.

The White Paper asserts that the United Kingdom Government believes the Volta River scheme to be soundly conceived. It adds, however, that it is such a huge project that it should not be embarked upon without every practical assurance that it can be carried through. It is therefore proposed that (if the Gold Coast Government and the two companies agree) a Preparatory Commission be set up at once to follow up the work already done. This Commission would be instructed to report quickly, so that final decisions could be taken as soon as possible.

—R. Campbell Smith
Commercial Secretary for Canada

TRANSPORTATION

The Transportation and Communications Division of the Department of Trade and Commerce will be glad to supply shippers and others interested with information on water, rail, air and road transport services to and from Canada.

The Division has compiled a list of the principal Canadian trade routes and of the steamship companies maintaining services on them. To obtain this list and any further help with international transportation problems, write to the Director, Transportation and Communications Division, Department of Trade and Commerce, Ottawa.

France Expands Rice Production

PARIS—Rice cultivation in France began in earnest as a result of the wartime blockade and has made considerable headway during the last ten years, aided by supply and exchange difficulties. The November estimate of the French Ministry of Agriculture places the current rice crop at over 80 thousand metric tons, compared with 70 thousand last year. The harvest is three-quarters finished and was brought in under excellent conditions. The area seeded to rice this year was about 20 thousand hectares, 11 per cent above that of last season.

Little rice was grown in France before the war. Some 600 thousand tons a year were imported, mainly from Indo-China, and of this about 100 thousand tons were for human consumption. During the war a small group of farmers in the Camargue district, which is the delta of the Rhone River, near Marseilles, began to grow rice in co-operation with technicians from the Ministry of Agriculture. Since then the area planted to rice has gradually expanded from 500 hectares in 1945 to 2,000 in 1947, over 5,000 in 1948, over 10 thousand in 1949 and to 18 thousand in 1951.

Imports Decline

The current production of over 80 thousand metric tons will just about cover the quantity needed for human consumption and, in time, imports should fall off. The table of imports for the past three years shows the sharp decline from prewar level. However, the figures do not yet reflect the increased production.

French Rice Imports

	Foreign Countries	French Colonies
	(metric	tons)
1949	21,466	23,714
1950	63,909	19,884
1951	42,432	36,485
1952 (8 months)	11,710	5,213

The chief foreign supplier is Italy, followed by Mexico with much smaller quantities. The bulk of imports from overseas territories come from Indo-China and Madagascar.

The Camargue region, before rice was introduced, was little cultivated because of the high saline content of the soil. However, prolonged flooding during the growing season has lessened this salinity. The region has prospered on the receipts from the rice crop and from the mills and other establishments set up for marketing it. The Ministry of Agriculture is now surveying other regions in the south to see if rice can profitably replace present crops.

A government decree published on November 18 establishes the ceiling prices for the sale of French-grown "paddy" rice of the 1952 crop at 5,700 francs per quintal, as against 5,500 francs plus a bonus of 1,000 francs for the 1951 crop. Other prices established at the same time (1951 prices in brackets) are: 6,578·30 francs per quintal for sales by the warehouses (6,159) and 12,300 francs per quintal for sales to wholesalers (11,935), for all types of rice, either home-grown or imported.

—VIVIAN F. WIGHTMAN
Office of the Commercial Counsellor

TRADE AND TARIFF REGULATIONS

TRINIDAD

Foot and Mouth Prohibition Revoked—The Government of Trinidad revoked on December 30 the Order of April 15, 1952, which had prohibited imports into the Colony of cloven-footed animals, carcasses of such animals, fodder, litter, and dung, from the provinces of Alberta, Saskatchewan, and Manitoba, because of the outbreak of foot and mouth disease in Saskatchewan.

Imports must be accompanied by the usual government veterinary inspection certificate. This certificate, when accompanying imports from other Canadian provinces, need no longer show that the shipments originated outside Alberta, Saskatchewan, and Manitoba.

Industries Declared "Pioneer Industries"—The Trinidad *Royal Gazette* of December 11 announced that the following additional industries have been declared "pioneer industries" under the terms of the Aid to Pioneer Industries Ordinance, 1950:

The processing and refining of crude ores (and in particular barytes).

The manufacture of buttons, buckles and ornaments.

The manufacture of vitaminized food from bananas and other fruits.

The manufacture of solid carbon dioxide.

The manufacture of toilet rolls.

Briefly, the Ordinance provides that any manufacturer designated by order to be a pioneer manufacturer may import free of customs duty, for a period of five years, the following goods: building materials, tools, plant machinery, pipes, pumps, conveyor belts, or other appliances and materials necessary for and used in the construction, alteration and extension of the factory or for equipping the factory or any extension thereof for the manufacture and preparation for sale by the pioneer manufacturer of the relevant pioneer product or products.

The Ordinance also provides for relief from income tax for a period of five years to any manufacturer declared by order to be a pioneer manufacturer.

Foreign Trade Service Abroad

† Indicates a change since previous publication.
Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Territory	Officer	City Address	Mail and Cables, Office Telephone
Argentina Paraguay Uruguay	C. S. Bissett, Commercial Counsellor W. B. McCullough, Agricultural Secretary	Canadian Embassy, Bartolome Mitre 478, Buenos Aires	*Mail:* (City Address) *Cable:* Canadian *Tel.:* 33-8237
Australia (Capital Territory, New South Wales, Queensland, Northern Territory) Dependencies	C. M. Croft, Commercial Counsellor for Canada	City Mutual Life Building, 60 Hunter Street, Sydney	*Mail:* P.O. Box 3952 G.P.O. *Cable:* Canadian *Tel.:* BW 9351
Australia (Victoria, South Australia, Western Australia, Tasmania)	R. W. Blake, Commercial Secretary for Canada and Agricultural Secretary	83 William Street, Melbourne	*Mail:* (City Address) *Cable:* Canadian *Tel.:* MU 4716
Belgian Congo Angola, French Equatorial Africa	W. Gibson-Smith, Canadian Government Trade Commissioner	Forescom Building, Leopoldville	*Mail:* Boîte Postale 373 *Cable:* Canadian *Tel.:* 2706
Belgium Luxembourg	T. J. Monty, Commercial Secretary	Canadian Embassy, 35 rue de la Science, Brussels	*Mail:* (City Address) *Cable:* Canadian *Tel.:* 11-33-88
Brazil	C. R. Gallow, Commercial Secretary	Canadian Embassy, Edificio Metropole, Av. Presidente Wilson 165, Rio de Janeiro	*Mail:* Caixa Postal 2164 *Cable:* Canadian *Tel.:* 42-4140
Brazil	C. J. Van Tighem, Consul of Canada and Trade Commissioner	Canadian Consulate, Edificio Alois, Rua 7 de Abril 252, Sao Paulo	*Mail:* Caixa Postal 6034 *Cable:* Canadian *Tel.:* 36-6301
Ceylon	Paul Sykes, Canadian Government Trade Commissioner	Galle Face Hotel, Colombo	*Mail:* P.O. Box 1006 *Cable:* Canadian *Tel.:* 5876
Chile	M. R. M. Dale, Commercial Secretary	†Canadian Embassy, 6th Floor, Av. General Bulnes, 129, Santiago	*Mail:* Casilla 771 *Cable:* Canadian *Tel.:* 64189
Colombia Ecuador	W. J. Millyard, Canadian Government Trade Commissioner	Calle 19, No. 6-39, Bogota	*Mail:* Apartado 1618 *Airmail:* Apartado Aero 3562 *Cable:* Canadian *Tel.:* 12-251
Cuba	A. W. Evans, Commercial Secretary	Canadian Embassy, Edificio Motor Centre, Calle Infanta 16, Havana	*Mail:* Apartado 1945 *Cable:* Canadian *Tel.:* UO-9457
Dominican Republic Haiti, Puerto Rico	R. E. Gravel, Canadian Government Trade Commissioner	Edificio Copello 410, Calle El Conde, Ciudad Trujillo	*Mail:* Apartado 451 *Cable:* Canadian *Tel.:* 5318
Egypt Aden, Sudan, Cyprus, Ethiopia, Hashemite Kingdom of the Jordan, Saudi Arabia	Acting Canadian Government Trade Commissioner	Osiris Building, Sharia Walda, Kasr-el-Doubara, Cairo	*Mail:* P.O. Box 1770 *Cable:* Canadian *Tel.:* 23110
France Algeria, French Morocco, French West Africa, Tunisia	Commercial Counsellor for Canada	3 rue Scribe, Paris	*Mail:* (City Address) *Cable:* Canadian *Tel.:* OPEra 42-30
Germany Federal Republic	B. A. Macdonald, Commercial Counsellor	Canadian Embassy, 22 Zitelmannstrasse, Bonn	*Mail:* (City Address) *Cable:* Canadian *Tel.:* Bonn 38927
Germany	Wm. Van Vliet, Agricultural Secretary		

Territory	Officer	City Address	Mail and Cables, Office Telephone
Greece Israel, Turkey	H. W. Richardson, Commercial Secretary	Canadian Embassy, 31 Vassilissis Sophias Ave., ATHENS	*Mail:* (City Address) *Cable:* CANADIAN *Tel.:* 72-853
Guatemala Costa Rica, El Salvador, Honduras, Nicaragua, Panama and Canal Zone	J. C. Depocas, Canadian Government Trade Commissioner	28, 5a Avenida Sud, GUATEMALA CITY	*Mail:* P.O. Box 400 *Cable:* CANADIAN *Tel.:* 5590
Hong Kong China, Indo-China, Macao, Taiwan	T. R. G. Fletcher, Canadian Government Trade Commissioner	Hong Kong and Shanghai Banking Corporation Bldg., HONG KONG	*Mail:* P.O. Box 126 *Cable:* CANADIAN *Tel.:* 28336
India	Richard Grew, Commercial Counsellor	Office of the High Commissioner for Canada, 4 Aurangzeb Road, NEW DELHI	*Mail:* P.O. Box 11 *Cable:* CANADIAN *Tel.:* 40191
India Burma	B. I. Rankin, Commercial Secretary for Canada	Gresham Assurance House, Mint Road, BOMBAY	*Mail:* P.O. Box 886 *Cable:* CANADIAN *Tel.:* 20672
Ireland	T. G. Major, Commercial Counsellor for Canada	66 Upper O'Connell St., DUBLIN	*Mail:* (City Address) *Cable:* CANADIAN *Tel.:* 44251
Italy Libya, Malta, Yugoslavia	S. G. MacDonald, Commercial Counsellor	Canadian Embassy, Via Saverio Mercadante 15, ROME	*Mail:* (City Address) *Cable:* CANADIAN *Tel.:* 80-842
Italy	C. F. Wilson, Agricultural Counsellor		
Italy	M. S. Strong, Commercial Secretary (Fisheries)		
Jamaica Bahamas, British Honduras	M. B. Palmer, Canadian Government Trade Commissioner	Canadian Bank of Commerce Chambers, KINGSTON	*Mail:* P.O. Box 225 *Cable:* CANADIAN *Tel.:* 2858
Jamaica	E. M. Gosse, Canadian Trade Commissioner (Fisheries)		
Japan Korea	J. C. Britton, Commercial Secretary	Canadian Embassy TOKYO	*Mail:* (City Address) *Cable:* CANADIAN *Tel.:* 48-4116
Lebanon Iraq, Syria	G. F. G. Hughes, Canadian Government Trade Commissioner	†Centre Urbain Emir Beshir, Bâtiment A1, Rue Emir Beshir, L'Azarieh, BEIRUT	*Mail:* Boîte Postale 2300
Mexico	M. T. Stewart, Commercial Secretary	Canadian Embassy, Edificio Internacional, Paseo de la Reforma, MEXICO, D.F.	*Mail:* Apartado 126-Bis *Cable:* CANADIAN *Tel.:* 36-27-90
Netherlands	J. A. Langley, Commercial Counsellor	Canadian Embassy, Sophialaan 1-A, THE HAGUE	*Mail:* (City Address) *Cable:* CANADIAN *Tel.:* 18-51-06
Netherlands Belgium, Denmark, Luxembourg	Acting Agricultural Secretary		
New Zealand Fiji, Western Samoa	L. S. Glass Commercial Secretary,	Office of the High Commissioner for Canada, Government Life Insurance Bldg., WELLINGTON	*Mail:* P.O. Box 1660 *Cable:* CANADIAN *Tel.:* 70-644
Norway Denmark, Greenland	J. L. Mutter, Commercial Secretary	Canadian Legation, Fridtjof Nansens Plass 5, OSLO	*Mail:* (City Address) *Cable:* CANADIAN *Tel.:* 33-30-80
Pakistan Afghanistan, Iran	A. P. Bissonnet, Commercial Secretary	Office of the High Commissioner for Canada, Hotel Metropole, Victoria Rd., KARACHI	*Mail:* P.O. Box 531 *Cable:* CANADIAN *Tel.:* 5826

Territory	Officer	City Address	Mail and Cables, Office Telephone
Peru Bolivia	H. J. Horne, Acting Commercial Secretary	Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin, LIMA	*Mail:* Casilla 1212 *Cable:* CANADIAN *Tel.:* 71950
Philippines	F. H. Palmer, Consul General of Canada and Trade Commissioner	Tuason Building, 8-12 Escolta, MANILA	*Mail:* P.O. Box 1825 *Cable:* CANADIAN *Tel.:* 3-33-35
Portugal Azores, Madeira	L. M. Cosgrave, Commercial Counsellor	Canadian Legation, Avenida de Praia da Vitoria, 48—1°D., LISBON	*Mail:* (City Address) *Cable:* CANADIAN *Tel.:* 53117
Singapore Brunei, Federation of Malaya, Indonesia, North Borneo, Sarawak, Thailand	D. S. Armstrong, Canadian Government Trade Commissioner	Room D-5, Union Building, SINGAPORE	*Mail:* P.O. Box 845 *Cable:* CANADIAN *Tel.:* 7739
South Africa (Natal, Transvaal) Southern Rhodesia, Northern Rhodesia, Nyasaland, Mozambique, Kenya, Tanganyika, Uganda, Zanzibar	C. B. Birkett, Canadian Government Trade Commissioner	Mutual Building, Harrison Street, JOHANNESBURG	*Mail:* P.O. Box 715 *Cable:* CANTRACOM *Tel.:* 33-2628
South Africa (Cape Province, Orange Free State), Southwest Africa, Mauritius, Madagascar	K. F. Noble, Canadian Government Trade Commissioner	Grand Parade Centre Bldg., Adderley Street, CAPE TOWN	*Mail:* P.O. Box 683 *Cable:* CANTRACOM *Tel.:* 2-5134/5
Spain Balearic Islands, Canary Islands, Gibraltar, Rio de Oro, Spanish Morocco, Tangier	E. H. Maguire, Canadian Government Trade Commissioner	70 Avenida Jose Antonio, MADRID	*Mail:* Apartado 117 *Cable:* CANADIAN *Tel.:* 21-41-13
Sweden Finland	F. W. Fraser, Commercial Counsellor	Canadian Legation, Strandvagen, 7-C, STOCKHOLM	*Mail:* P.O. Box 14042 *Cable:* CANADIAN *Tel.:* 67-92-15
Switzerland Austria, Czechoslovakia, Hungary	Yves Lamontagne, Commercial Counsellor	Canadian Legation, Thunstrasse 95, BERNE	*Mail:* (City Address *Cable:* CANADIAN *Tel.:* 4-59-17
Trinidad Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, French West Indies	Acting Canadian Government Trade Commissioner	Colonial Building, 72 South Quay, PORT-OF-SPAIN	*Mail:* P.O. Box 125 *Cable:* CANADIAN *Tel.:* 4787
United Kingdom (South of England, East Anglia, Scotland), Iceland, British West Africa (Gambia, Gold Coast, Nigeria, Sierra Leone)	R. P. Bower, Commercial Counsellor R. Campbell Smith, Commercial Secretary	Office of the High Commissioner for Canada, Canada House, Trafalgar Square, LONDON, S.W.1	*Mail:* (City Address) *Cable:* SLEIGHING *Tel.:* Whitehall 8701
United Kingdom	D. A. B. Marshall, Commercial Secretary (Agricultural)		
United Kingdom	R. D. Roe, Commercial Secretary (Timber)		*Cable:* TIMCOM

Territory	Officer	City Address	Mail and Cables, Office Telephone
United Kingdom (Midlands, North England, Wales)	M. J. Vechsler, Canadian Government Trade Commissioner	Martins Bank Building, Water Street, Liverpool	*Mail:* (City Address) *Cable:* Canadian *Tel.:* Central 0625
United Kingdom (Northern Ireland)	T. G. Major, Canadian Government Trade Commissioner	36 Victoria Square, Belfast	*Mail:* (City Address) *Tel.:* 21867
United States Delaware, Maryland, Virginia, West Virginia	J. H. English, Commercial Counsellor	Canadian Embassy, 1746 Massachusetts Ave., N.W., Washington, 6, D.C.	*Mail:* (City Address) *Cable:* Canadian †*Tel.:* DEcatur 2-1011
United States	Dr. W. C. Hopper, Agricultural Counsellor		
United States (Connecticut, New Jersey, Pennsylvania, New York), Bermuda	A. E. Bryan, Deputy Consul General of Canada and Trade Commissioner	Canadian Consulate General, 620 Fifth Ave., New York City	*Mail:* (City Address) *Cable:* Cantracom *Tel.:* JUdson 6-2400
United States	M. B. Bursey, Consul of Canada and Trade Commissioner (Fisheries)		
United States (Massachusetts, Maine, Rhode Island, Vermont, New Hampshire)	G. S. Patterson, Consul General of Canada	Canadian Consulate General, 532 Little Building, 80 Boylston Street, Boston 16	*Mail:* (City Address) *Cable:* Canadian *Tel.:* HAncock 6-4320
United States (Illinois, North Dakota, South Dakota, Minnesota, Wisconsin, Indiana, Iowa, Kansas, Nebraska, Kentucky, Missouri)	D. S. Cole, Consul General of Canada	Canadian Consulate General, Chicago Daily News Bldg., 400 West Madison Street, Chicago 6	*Mail:* (City Address) *Cable:* Canadian *Tel.:* STate 2-7312
United States (Michigan, Ohio)	B. C. Butler, Consul of Canada and Trade Commissioner	Canadian Consulate, 1035 Penobscot Building, Detroit, 26	*Mail:* (City Address) *Cable:* Canadian *Tel.:* WOodward 5-2811
United States (City of Los Angeles, Southern California, Arizona)	V. E. Duclos, Canadian Government Trade Commissioner	510 West Sixth Street, Los Angeles 14	*Mail:* (City Address) *Cable:* Canadian *Tel.:* VAndike 7114
United States (Louisiana, Texas, Oklahoma, Arkansas, Mississippi, Tennessee, Alabama, North Carolina, South Carolina, Georgia, Florida)	G. A. Newman, Consul of Canada and Trade Commissioner	Canadian Consulate, 201 International Trade Mart, New Orleans	*Mail:* (City Address) *Cable:* Canadian *Tel.:* RAymond 2136
United States (Northern California, Montana, Oregon, Idaho, Washington, Wyoming, Nevada, Utah, Colorado, New Mexico), Hawaii	Acting Consul General of Canada	Canadian Consulate General, 3rd Floor, Kohl Building, 400 Montgomery Street, San Francisco 4	*Mail:* (City Address) *Cable:* Canadian *Tel.:* SUtter 1-3039
Venezuela Netherlands Antilles	J. A. Stiles, Consul of Canada and Trade Commissioner	Canadian Consulate General, Edificio Pan American, Puente Urapal, Caracas	*Mail:* Apartado 3306 *Cable:* Canadian *Tel.:* 55818
Venezuela Colombia	Vice-Consul of Canada and Acting Agricultural Trade Commissioner		

Foreign Exchange Rates

The following nominal quotations may prove useful in checking prices. Canadian traders should consult their banks before making any firm commitments.

Conversions into Canadian dollars have been made at cross rates with sterling or the United States dollar on the date shown.

Except when buying and selling rates are specified, the mid rates only are quoted. The buying rate is that at which banks purchase exchange from exporters. The selling rate is that at which banks sell exchange to importers.

When several rates are indicated, the rate applicable depends on the commodity traded. Information on the rate for any specific commodity may be obtained from the International Trade Relations Branch, Department of Trade and Commerce, Ottawa.

Rates used exclusively in non-merchandise trading are not included in the table.

For conversion to United States dollar equivalents multiply by 1·03026.

Country	*Unit*	*Type of Exchange*	*Canadian dollar equiv. Dec. 31*	*Notes (See below)*
Argentina	Peso	Preferential buying	·1294	
		Basic buying	·1941	(1)
		Preferential selling	·1941	
		Basic selling	·1294	
		Free	·0699	
Austria	Schilling		·0454	
Australia	Pound		2·1820	
Belgium-Luxembourg & Belgian Dependencies	Franc		·0193	
Bolivia	Boliviano	Official	·01618	tax 5% (1)
		Differential	·00966	tax 3% (2)
British West Indies	Dollar		·5682	(3)
	Pound		2·7275	(4)
	Dollar	Brit. Honduras	·6819	
Brazil	Cruzeiro		·05246	tax 8% (2)
Burma	Kyat		·2046	
Ceylon	Rupee		·2046	
Chile	Peso	Official	·03126	(1)
		Commercial	·01616	
		Free	·00821	
Colombia	Peso	Basic	·3882	tax 3% (2)
		Coffee Buying	·4246	
Costa Rica	Colon	Official	·1733	(5)
		Free	·1454	*Oct. 31
Cuba	Peso		·9706	tax 2%
Czechoslovakia	Koruna		·0194	
Denmark	Krone		·1405	
Dominican Republic	Peso		·9706	
Ecuador	Sucre	Official	·06470	(6)
		Free	·05578	
Egypt	Pound		2·7872	
Fiji	Pound		2·4572	
Finland	Markka		·00422	
France	Franc		·00277	
French Africa	Franc		·00555	
French Pacific	Franc		·01526	
Germany	D Mark		·2311	
Greece	Drachma		·000065	
Guatemala	Quetzal		·9706	
Haiti	Gourde		·1941	
Honduras	Lempira		·4853	
Hong Kong	Dollar	Free	·1563	*Oct. 27
Iceland	Krona	Official	·05960	
		Special buying	·04583	
		Special selling	·03724	
India	Rupee		·2046	
Indonesia	Rupiah	Basic	·08514	
		With Surcharge I	·04257	(7)
		With Surcharge II	·02838	
		Dollar certificate	·00185	*Nov. 17

* Latest available quotation date.