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COVER . . . Fishing has traditionally been the chief industry of Northern Norway, with fishing villages like this one common in the northern counties. Now, under an ambitious development program, other industries are being encouraged. For the full story, turn to page two.

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Norway Looks to the North

Two years ago, Norway set on foot an ambitious plan for developing its three northern counties, lying largely within the Arctic Circle. Canadians should find this outline interesting.

OSLO—Just two years ago, the Norwegian Parliament brought into being an ambitious program for developing its three northernmost counties, which lie largely within the Arctic Circle. The North Norway Plan set up a public fund to develop this area, putting particular emphasis on the setting-up of privately owned industry, the modernization of the fisheries, the expansion and development of electric power, and the improvement of communications. The large-scale training of skilled labour and the tripling of the area under cultivation are also stressed.

Before discussing the plan further, it might be well to survey that part of Norway to which it applies.

The Land and the Climate

The term North Norway embraces the three northernmost counties of Nordland, Troms and Finnmark. Distances are great; the southern boundary of Nordland cuts the 65th parallel and the northernmost tip of Finnmark lies at 71° 11' 8". The combined area is roughly 114,000 square kilometres, or about one-third of the area of the whole country. In the northeast corner the frontier adjoins Russia.

The interior of Finnmark is mainly a large waste plateau lying at an average height of 300 metres above sea level, with steep cliffs falling toward the sea in the north. Farther south, where the country becomes narrower, the mountains grow more alpine and sharp peaks are a feature of both the mainland and the islands off the coast. The peaks in Troms and Nordland rise to heights of 1,800 or 1,900 metres and it is only south of North Norway proper that a depression occurs in the land.

The greater part of this area lies above the Arctic Circle. It is, in fact, the land of the midnight sun, where six months of summer daylight are followed by six months of snowbound darkness. It is also situated in the path of the North Atlantic cyclones and the weather changes both frequently and suddenly. The climate, however, is less severe than might be expected because of the Gulf Stream, which splits at Lofoten. One branch continues directly north to Spitzbergen and the other follows the coasts of all three counties eastwards towards the Barentz Sea. Variations in mean winter and summer temperatures are no more than 25-30 degrees Centigrade and the mean annual temperature on the coast, even in the extreme north, is not lower than from 1 to 2 degrees Centigrade. In the interior it is only slightly lower at 2 degrees C. Rainfall is slight; Alta in Finnmark is one of the driest places in Norway.

North of the Arctic Circle, spruce forests disappear and birch is the most important tree, becoming stunted scrub on the higher ground. Some pine is found in the inland valleys.

The population is small (12 per cent of the total for Norway) but it has increased during the last thirty years. In 1920, it was 308,766; by 1950, it had risen to 403,579. This increase has been in the proportion of about three to one as between country and town. Apart from some mining, industrial activity has been very limited and the chief occupations have been fishing and small holding. The 20,000 Lapps either farm or herd reindeer. North Norway has 50 per cent of the fishing population of the whole country and 48 per cent of the male population there are fishermen. These men cannot support themselves and their families on fishing alone and 33 per cent of the total working population combine with their fishing other activities, usually agriculture on a small and unscientific scale. Since the end of the war, the building industry, which has been engaged in the restoration of townships devastated by the Germans during their retreat in 1944, has absorbed a number of fishermen otherwise idle during the summer months. This temporary source of employment is drying up as the work nears completion.

Most of the population of North Norway lives near the sea, and until recently relied entirely upon it for communication with the outside world. Today, communication with the south is provided by the vessels of an express coastal service calling several times a week throughout the year at all major points. The railway from Trondheim has reached only just beyond the Arctic Circle; a single track line running in from Sweden direct to Narvik carries ore to that port. One road runs the length of the three counties, with few turnings off to the main centres. Its construction and maintenance has been hampered by the climate and terrain and it is narrow and poorly surfaced. Air services from the south have lately been extended to include all major towns.

The Problem of Rehabilitation

The rehabilitation of the country presents a complex problem. Unemployment is both seasonal and chronic. Intermittent poverty and insecurity is the lot of the fishermen of North Norway, like their counterpart in so many countries. The soil is poor. Communications by road and rail are inadequate. The region needs more electrical power, more industry, more capital, and more skilled labour. The scope for the production of consumer goods is narrow, because of the low purchasing power of the population and bad communications. And always in the background as psychological factors to aggravate the situation are the remoteness from cultural centres and the long periods of darkness and cold.

Industrial Enterprises

Against this sombre backdrop, certain industrial enterprises stand out in sharp relief. Foremost among them are the Norsk Hydro works at Glomfjord, the Norwegian State Iron Works at Mo-i-Rana, the production of flotation pyrite concentrate at Sulitjelma, all in the county of Nordland, and the iron mine and smelting plant at Syd-Varanger A/S Kirkenes in Finnmark, almost on the Norwegian-Russian frontier.

In the past, Norsk Hydro has been producing liquid ammonia at Glomfjord at the rate of about 65,000 tons a year, and this is shipped in tankers to Herøya in South Norway, to be used with limestone to make nitrate fertilizer (40,000 tons a year). It has recently been announced,

however, that Norsk Hydro will build a complete fertilizer plant next to its liquid ammonia plant at Glomfjord, which will have an annual capacity of 100 thousand tons. The present plant employs about 350 men and the new one will employ another 100. There will, of course, be temporary employment for several hundred more while building is in progress.

The Syd-Varanger plant was utterly destroyed during the war, but reconstruction and modernization enabled production to be resumed on a modified scale in the autumn of 1952. The plant has operated at full capacity throughout 1953, employing about 700 men and producing iron ore concentrate at the rate of a million tons a year.

Steel Works at Mo-i-Rana

The government-sponsored company A/S Norsk Jernverk was formed in 1946 to plan, construct and operate an iron and steel works at Mo-i-Rana near the Dunderland iron ore deposits. Mo-i-Rana has a present population of about 3,000 but it is estimated that, when the steel works are in full production, this will increase to 15,000 or even more. The steel works are expected to employ some 1,500 men. Foundations for the steel works and ancillary plants were laid in 1951 and halls for housing the rolling mills were completed. However, delivery and other difficulties suggest that the steel works and the hydro-electric power plant in course of construction at Røssaaga will not be ready by the end of 1954, as was originally hoped. An eventual production of 400 thousand to 500 thousand tons a year is the target but at the moment it is difficult to predict what the future holds for this project.

Other Steps to Be Taken

But these enterprises can make, either now or in the future, only a limited contribution toward the solution of the employment problem. The construction of lateral roads needed to connect the seaports with the inland towns which would spring up were North Norway to be industrialized could provide work for a considerable number, but road construction in the winter is fraught with many difficulties. Industrialization must also depend upon a plentiful supply of electric power. North Norway has 17 per cent of the potential hydro-electric power of the whole country but only 7 per cent of the developed power and the erection of hydro-electric plants is a necessary first step—and would mean jobs.

A third remedy would seem to be the extension of the fishing period by the exploitation of other fishing grounds—e.g., the halibut grounds near Bear Island and the Greenland fisheries—and by both the extension and intensification of agriculture. The extension of the fishing season might relieve the basic difficulty of busy and slack periods with which all fish processing plants in North Norway contend. They are busy from February to April and almost inactive otherwise. This means that the capital sunk in them lies comparatively idle for months on end and of course they can employ only maintenance men during the off-season.

The difficulties which the North Norway plan must contend with are formidable and even the expenditure of large sums of money over a long period cannot absolutely guarantee ultimate success. The Norwegian Government, however, is pressing on with the scheme.



At the Lofoten Islands, pictured above, the Gulf Stream splits. One branch continues north to Spitzbergen and helps to moderate the climate; variations in mean winter and summer temperatures are only 25°-30° C.

At the beginning of 1952, the Storting voted Kr.406 million (roughly \$58 million) towards the Development Fund, to be allocated on the recommendation and under the scrutiny of a Development Board for specific accredited projects. At the same time, it was hoped that private enterprise in South Norway would be attracted to the North and that voluntary gifts from the more prosperous communities in the South would be forthcoming. The municipality of Oslo, for example, has given a total of Kr.1.5 million towards the establishment of a training school for fishermen at Honningsvaag in Finnmark.

In July 1953, eighteen months after the Plan was put into effect, it was announced that nearly Kr.181 million had been allotted. Of this, Kr.36.5 million has been fed into the program for agriculture, including enlargement of the average farm unit from 75 to 100 dekares (about 25 acres), increased financial assistance to farmers, intensification of animal husbandry and the establishment of agricultural machinery depots, communal dairies and slaughterhouses.

Help for Fisheries

The fisheries, as the principal industry of North Norway, have benefited to the extent of about Kr.23 million to date. In this field the accent has been upon the introduction of rational methods and equipment, such as small trawlers, echo sounders and standardized tackle which, together with modern housing, canteens and communal centres, are expected to increase the size of catches and the comforts of the men. Also included are scientific investigations of coastal waters and fish-processing methods and an increase in the number of refrigerating plants.

Closely related to the fisheries program is the effort to improve the system of communications, to provide adequate outlets for fisheries and

other products. In an attempt to increase shipping activity in the area, four ships have been transferred to the North Norway service and contracts placed for the building of three new vessels. This will mean the trebling of the North Norway fleet. Apart from items under the heading of road and rail communications in the national budget for 1953-54, a special grant of Kr.8 million has been made towards road construction and over a three-year period, North Norway is to receive some Kr.35 million for the development of communications under the defence program.

It is hoped eventually to supply 75 per cent of the population of North Norway with electricity for domestic purposes and so far Kr.15.1 million have been granted toward the development of hydro-electric power. Concurrently, Kr.1.07 million have been allotted to provide facilities for education in domestic science. The fresh-water fisheries and the reindeer herdsman share a grant of nearly Kr.3 million; forestry has been assisted to the extent of Kr. 1.8 million.

Mining Enterprises

Assistance to industry so far has been aimed at the possibility of opening new mines. This has taken the form of ore examination and pilot operations, not only on new sites but where deposits previously discovered have not been fully exploited. Mining enterprises alone account for grants of some Kr.39.2 million, of which about three-quarters has been used for loans to A/S Syd-Varanger.

It is understood that, by June 30, 1953, the Development Board had approved 77 applications by industrial concerns and other enterprises interested in the possibilities of North Norway. The establishments planned are expected to give permanent employment to about 600 men.

—J. L. MUTTER

Commercial Secretary for Canada

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, 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.



Canada in Japan

SIX EXHIBITS WILL BRING CANADA to the First Japan International Trade Fair in Osaka, April 10 to 23 (see *Foreign Trade* of December 12). One will be an official display, now being prepared at the Canadian Government Exhibition Commission workshops. The others are principally from Canadian machinery and equipment manufacturers.

Exhibitor space at the Osaka Fair is at a premium, according to reports; applications to date total 215 from foreign countries and 400 from Japan. Planning to show their wares are producers from Switzerland, the United States, West Germany, Sweden, Denmark, Italy, England, France, Holland, the Ryukyus, Australia and the Philippines.

Change of Date

COLOMBIA HAS ANNOUNCED a new opening date for its International Industrial Exposition in Bogotá—June 13th. This exhibition will run for at least two weeks, and probably a month.

Leather Luxuries

FRENCH LEATHER CREATIONS will be on display in Paris, at 84 rue Réaumur, from February 14th to 22nd. The products displayed will include women's handbags, small leather articles, saddlery, cases, travelling articles, belts and fancy leather goods. This is the second exhibition of leather goods sponsored by the National Federation of Manufacturers of Leather Goods, 6 rue Béranger, Paris.

Internationale Frankfurter Messe

IN FRANKFURT, GERMANY, spring means the International Fair, opening this year on March 7th, closing March 11th. Exhibits from Germany and abroad will come under a variety of classifications—clothing and textiles; sports articles; jewellery, clocks and watches; smokers' requisites; handicrafts; art printing and fine publishing; domestic and kitchen utensils; glass, china and earthenware; furniture; office equipment; display articles, shopfittings; chemical products, soap, perfumery, cosmetics, fine brushes; surgical

requisites; musical instruments, toys; food and stimulants; workshop and workshop equipment; building industry and plumbing.

Facilities for visitors to the fair include reduced railway fares in Germany and Europe, export trade banks, a typing and mimeographing bureau, restaurant and conference rooms. For information, write the Fair Office, Frankfurt am Main, Platz der Republik, Festhalle.

Trade Fair in Trieste

THE 6th TRIESTE INTERNATIONAL TRADE AND SAMPLE FAIR will run from May 22 to June 7, 1954, and the management invites exhibitors and visitors from all over the world. Last year, 32 nations were represented at the Fair and 731 of the 1,229 exhibitors came from foreign countries. The Trieste Fair's representative in Canada is John H. Kohn, Manufacturers' Agent, 23 Buchanan Avenue, Hamilton, Ontario, who will be glad to supply further information.

Machine Tool Show

THE TENTH BIENNIAL ASTE INDUSTRIAL EXPOSITION, sponsored and operated by the American Society of Tool Engineers, is scheduled for April 26-30, 1954, in Philadelphia. Information can be obtained from the Society whose offices are at 10700 Puritan Avenue, Detroit 21, Michigan.

Foreign manufacturers of machine tools, accessories and allied equipment which would be of interest to the industry are invited to exhibit. Applications for space already are reported from machine tool manufacturers in the United Kingdom, France, Italy, Switzerland and Western Germany. Foreign business visitors are invited, but the exposition will not be open to the public.

Fair Calendar

- *Furniture Fair*, Cologne, February 19-22. Apply: German Tourist Information Office, 1176 Sherbrooke St., W., Montreal, Quebec.
- *Motor Show*, Amsterdam, February 26-March 7. Apply: The Netherlands Association of the Cycle and Automobile Industry, De Lairessestraat 13, Amsterdam Z., Netherlands.
- *14th Automobile Exhibition*, Copenhagen, February 26-March 7. Apply: Amaliegade 22, Copenhagen K., Denmark.
- *49th Annual Canadian Hardware and Housewares Exhibition*, Toronto, February 1-4 in Canadian National Exhibition Grounds. Apply: Canadian Retail Hardware Association, 1835 Yonge Street, Toronto 12, Ontario.
- *3rd Annual International Motor Sports Show*, New York, February 6-14, at the 7th Regiment Armory, 66th Street and Park Avenue.

Why Not Sell in Chicago?

An isolated trading post in 1830, Chicago has today become the hub of the busy Midwest, the centre of a rich trading area where Canadian goods should find a rewarding market.

CHICAGO—Chicago, a city of 3½ million people, today is the hub of the great Middle West and an industrial and commercial centre of first importance. Last year it carried on a wholesale business totalling nearly \$18 billion and a retail business of \$6·9 billion, plus a huge mail order trade. Its 14,000 industrial plants turned out goods worth \$18·3 billion; it led the eleven other industrial areas in the United States in the manufacture of many types of goods. Altogether, Chicago constitutes an enormous and wealthy market—and one that Canadians should be cultivating more intensively.

The phenomenal growth of Chicago can be credited to climate, to geography, and to the men from many lands who had a part in its building. In 1830, it was a frontier outpost of less than a dozen cabins; a scant seven years later it was incorporated as a city. By 1890 it had become the second largest city in the United States and by 1945 the fourth largest in the world.

Geography and Growth

Geographic factors have proved particularly significant. Lake Michigan and the Illinois-Mississippi River system provided, at a time when water transportation was the chief means of reaching the interior, the easiest route to the heartland of America and to the west and south. The lower end of Lake Michigan was the most northerly point where traffic from the east and west could bypass the Great Lakes water barrier. Chicago, located at the juncture of the Great Lakes-Illinois-Mississippi River system and at the foot of Lake Michigan, was destined to become successively the central point of its inland waterway, highway, rail, motor carrier and airline networks.

A few hundred miles south is the centre of population of the United States and an equal distance west is the geographic centre. The population of the Chicago metropolitan area has now reached 5½ million; ten million people altogether live within a 159-mile radius and fifty million within a 500-mile radius. In eight of the eleven decades since Chicago was incorporated, its population has increased by more than 100 thousand and in five of them the increase was over half a million.

In the past ten years, more than \$2½ billion has been invested in manufacturing facilities in the Chicago industrial area and industrial capacity has increased by an estimated 50 per cent in the last ten years. Industry is well diversified and Chicago leads the eleven other industrial areas of the United States in the field of metal products, electrical and non-electrical machinery, packing-house products, telephone equipment, radio and television sets, confectionery, housewares and railroad equipment. Industrial production in the area represents about 7·5 per cent

of the U.S. total and in 1953 amounted to \$18.3 billion. This compares with just over \$4 billion in 1939. Chicago this year supplanted Pittsburg as the leading steel-producing centre of the nation; production for 1953 is estimated at 20,650,000 tons.

Of great importance to Canadian exporters is Chicago's enormous wholesale trade. This is the logical outgrowth of its location at the nation's crossroads and the trading area encompasses the entire Middle West. Chicago wholesalers did 7.3 per cent of the U.S. wholesale volume in 1939 and 7.7 per cent in 1950.

Transportation Services

The city's many commercial enterprises are exceptionally well served by transport facilities. There are 19 trunk line railroads coming into Chicago which is, in fact, the world's busiest railroad centre, handling more freight traffic than New York and St. Louis combined. The famous "Way-to-Ship" package car service—a scientific method of routing less-than-carload lots of merchandise—daily serves 1,500 communities without a transfer and 60,000 with only one transfer.

In air transport, Chicago is also out in front, with ten airlines, including Trans-Canada, landing here, plus five feeder passenger lines and numerous non-scheduled lines.

The city also rates a first in motor carrier service which is more extensive than in any other metropolis, providing normally scheduled daily transportation to 24,000 communities. Included in this motor carrier system are more than 450 common-carrier companies, a large number of contract carriers, and numerous privately-owned fleets.

Market for Canadian Goods

This industrialized and prosperous area is a vitally important market for Canadian raw and semi-manufactured materials and foodstuffs. Lumber, plywood, newsprint, grain, base metals, and fish (both fresh and salt-water) have long been shipped to Chicago, although in most cases their identity as Canadian exports is lost before they reach the consumer. To illustrate the size of the market, it is estimated that Canadians are selling lumber and plywood here to the value of \$25 million a year and that Canadian mills are supplying one million dollars worth of newsprint a week to Chicago newspapers.

When it comes to manufactured consumer goods, however, our share of this market is small though the opportunities are great. Chicago has several of the world's largest department stores and is also the headquarters for the most important American mail order houses, one of which is currently importing more than a million dollars worth of Canadian goods every year. This, however, is the exception rather than the rule and the average Chicago store has few if any Canadian goods on display. Like New York, Chicago has its large organizations which provide a buying service for stores in smaller centres.

There are excellent sales possibilities in Chicago for high-fashion apparel, custom-made shoes, sporting goods, specialty foodstuffs, and novelties of all kinds, products which Canadian firms are now selling in the Eastern States. British and European goods in these categories are finding an excellent market here, the importance of which is borne out by

the large commercial staffs maintained by the Chicago consulates of the Western European nations. Salesmen from European houses visit Chicago frequently but Canadian salesmen are rarely seen. An important buyer from a world-famous department store commented on this fact recently and mentioned that, of the forty to fifty foreign salesmen who had called on him in the last six months, not one was a Canadian.

All this suggests that exporters who are already doing business in the Eastern States and firms making consumer goods which think they can compete successfully in the U.S. market should send salesmen to Chicago with samples. The Canadian Consulate General can arrange appointments in advance and the salesmen are assured a good reception by local buyers. A number of large organizations have already indicated that they are interested in seeing samples of Canadian merchandise.

—ROBERT GORDON

Vice-Consul of Canada and Trade Commissioner

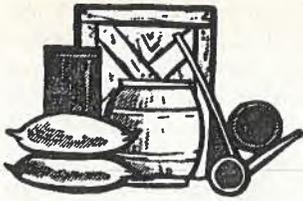
South Africa Markets Pilchards

CAPE TOWN—South Africa is profiting from an active market for pilchards in the United States and elsewhere, thanks to the complete halt in Californian production and despite continuing competition from Japan and the State of Maine. California used to produce and sell five million cases of pilchards a year, so the sale of the present South African output of one and a half million cases and the contemplated production of two million cases a year should present no difficulties.

There have been temporary setbacks in some markets, as in Britain, where the Minister of Food has returned the trade to private hands, and the demand there has switched from one lb. to $\frac{1}{2}$ lb. packs. But these setbacks appear to be temporary. Profits reported by the fishing companies certainly show no sign of diminishing. There have been complaints about the prices which the companies have to pay for tinsplate which, the argument runs, are higher than they should be if prices for South African pilchards are to be really competitive.

Dr. Marchand, South Africa's Director of Fisheries, has denied that talk of the pilchard fisheries declining has a basis in fact. He said that the present measures—a four-months close season from September to December, limitation of the fishmeal factories, limitation of the number of boats allowed to operate, and the institution of a target production of 250 thousand tons—have proved successful. Another restriction which will soon come into force is the limiting of the number of canners. Research shows that there has been no diminution of stocks and the slight decrease in the last season's catch stemmed from the natural fluctuation of the fish schools, which this year were inclined to lie farther south.

Total catches in the last three calendar years were: 1951—220,902 tons; 1952—300,560 tons; 1953—244,127 tons. However, if only the total catch of the open season now allowed is calculated, the revised figures for 1951 of 191,115 tons, for 1952 of 256,532 tons, and for 1953 of the same 244,127 tons, show only a normal fluctuation in this year's catch.



Commodity Notes

BRAZIL

Coffee—The Brazilian Coffee Institute estimates that the Paulista coffee crop for 1953-54 will be 6,060,000 bags of 60 kilos. This compares with the São Paulo production of 7,186,000 bags in the crop year 1952-53. Some of the fall-off in production is the result of severe frosts which damaged the coffee trees in many areas of the State in early July 1953—São Paulo, Jan. 7.

Tires—On December 23, Dunlop do Brasil produced its first tire in its new plant at Campinas, near the city of São Paulo. This plant, located on a land area of about 800 thousand square metres, is using domestic raw materials entirely. The new plant contains the most modern machinery for tire production—São Paulo, Jan. 7.

CHILE

Copper—The Anaconda and Kennecott Copper companies have been ordered, under a government decree dated November 26, 1953, to hold the copper they produce between November 8, 1953, and February 9, 1954, inclusive, entirely at the disposal of the Central Bank of Chile—Santiago, Jan. 8.

FINLAND

Dry Milk—The first Finnish factory producing powdered milk recently went into operation at Somero. It has a capacity of 3,500 litres of skim milk an hour, giving 300 kilograms of dry milk. The factory works in three shifts and in 24 hours can convert 70,000 litres of skim milk into milk powder. The machinery used has been imported from Denmark and Germany—Stockholm, Jan. 9.

GRENADA

Spices—The Co-operative Nutmeg Association reports that sales during 1952-53 of nutmeg and mace increased more than 50 per cent over the previous year. However, prices were weak; the New York market is dull, but recent strength is reported from Canada and Europe—Port-of-Spain, Jan. 4.

INDIA

Cotton—According to the Ministry of Food and Agriculture, the All-India Second Estimate of Cotton Production, 1953-54, puts the area under cotton in 1953 at 12,956,000 acres, as compared with 12,174,000 acres in 1952, an increase of 782 thousand acres or 6.4 per cent. The increase in acreage over last year, reported by almost all the cotton-

growing states, has been shared mainly by Madhya Pradesh, Hyderabad, Madhya Bharat, Bombay, Pepsu and Mysore, and is the result of adequate rainfall at sowing time. The increase in area is largest among the long-staple cottons.

The estimate covers the period up to September only, and does not include the total area sown to cotton during 1953-54. Past experience shows that the area at the Second Estimate forms roughly 75 per cent of the area finally reported—New Delhi, Jan. 5.

ITALY

Mercury—Mercury production in Italy now amounts to approximately 2,000 tons a year; 80 per cent is exported and the remainder meets domestic needs. After the loss of the Istrian mines at Idria in 1945 and the war destruction in the Amiata district, Italy has again risen to first place in world production of this mineral. The Mount Amiata mines could yield larger quantities if the demand for mercury increased—Rome, Jan. 11.

JAPAN

Lumber—Japan urgently requires over three million housing units, it is estimated, to ease the housing shortage. Existing houses require replacement at the rate of 300 thousand units a year. Currently, only about 270 thousand houses are completed a year, so the shortage is expected to grow worse. An average Japanese two- or three-room house requires 6,000 to 6,500 board feet of lumber, and therefore the Japanese demand for lumber will continue—Tokyo, Jan. 2.

NORTHERN RHODESIA

Uranium—The Acting Commissioner for Labour and Mines in Northern Rhodesia has announced that exploratory work on the uranium discovery at the Mindola mine, Nkana, is being undertaken at a pilot test plant there in an effort to develop a satisfactory flotation process. This development, he said, was being carried on in close touch with the Atomic Energy Research Station at Harwell in Britain—Cape Town, Jan. 6.

PORTUGAL

Motor Vehicles—Official figures recently released show that 5,482 passenger cars were registered in Portugal during January-September 1953. Of this number, 2,277 were of German manufacture, 1,454 British, 616 French, 534 American and 479 Italian. Germany is the leading supplier of passenger motor vehicles in a market which has been predominately British for many years. For September alone, the figures were: 335 German (including 140 Opels and 145 Volkswagen), compared with 190 British, 56 Italian (Fiats), 53 American and 48 French. Of the 2,326 commercial vehicles registered for the period January 1-September 30, 1953, 1,332 were British, 666 German and 241 French.

The demand for cars in Portugal is increasing rapidly, but because of low purchasing power and the high cost of gasoline (approximately 70 cents per American gallon), the small economic type is the most popular—Lisbon, Jan. 7.

Colombia's Caribbean Country

The 468-mile long Caribbean coastline, plus the hinterland, forms a distinct economic region with problems and possibilities of its own.

BOGOTA—The tropical flatlands of the Caribbean littoral form one of the four great economic divisions of Colombia (see "Geography Plays a Part", Nov. 14, 1953, issue of *Foreign Trade*). The territory consists not only of the lands fronting on the 468-mile-long Caribbean coastline, but on certain hinterlands tied, for economic reasons, to the coastal business centres. The population of this section is estimated at 2½ million out of a total of 12 million for the whole Republic.

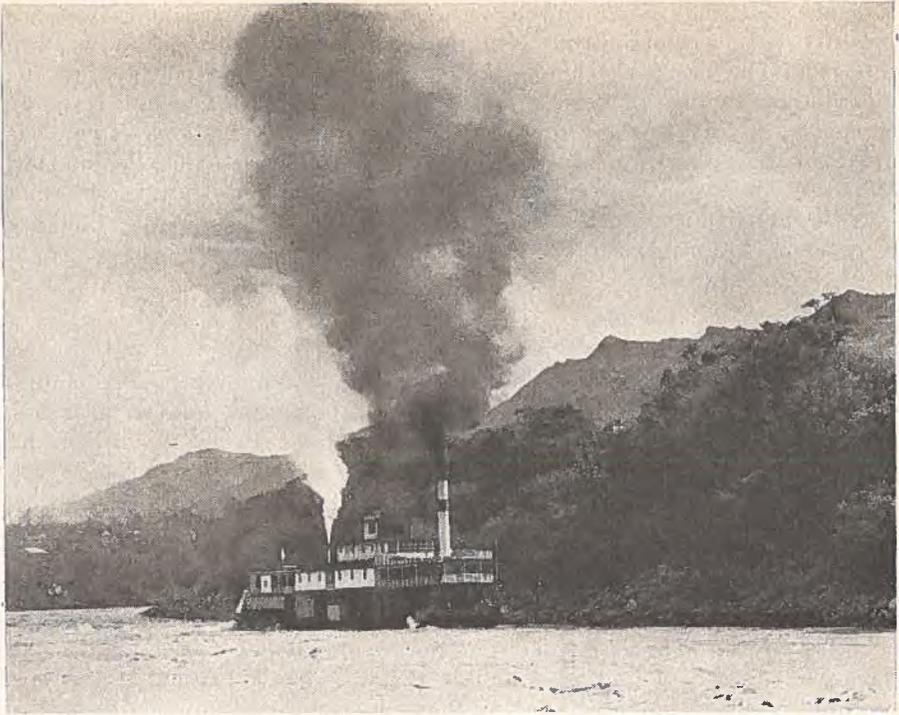
Leading Cities

The leading business centres are the ports of Cartagena, Barranquilla and Santa Marta. Barranquilla stands head and shoulders above its rivals in both size and importance and is the undisputed business capital of the region. Its population is a little over 300 thousand. It is Colombia's second port, with shipping lines from Europe, Canada and the United States maintaining regular sailings to it. Its "Soledad" airport is on international as well as domestic air routes. Its factories turn out a diverse range of goods including foodstuffs, textiles, cement, lumber and forest products. There is also a shipyard and the workshop for the largest domestic airline. Many foreign firms exporting to Colombia find it necessary to appoint representatives on an area basis. Barranquilla, because of its size and importance in the country in general and the Coastal area in particular, is a logical place to have one of these representatives.

Practically all the coastal area, including Barranquilla, is tropical. The yearly average temperature in Barranquilla, for example, is 82·8 degrees F., in contrast to 57·6 degrees F. for Bogotá. (Toronto, 43 degrees F.) This factor has had a distinct bearing on living and business conditions in the coastal belt, as well as on personal tastes and market demand.

The People

The inhabitants of the coast, "Costeños", are a mixed group and a large percentage are coloured. The Costeño is in many respects more akin to the peoples of Cuba, Panama, and the Maracaibo district of Venezuela than to his compatriots of the interior. Because of his heritage, the climate and other environmental factors, the Costeño is a true child of the tropics; he tends to be light-hearted and gay with a well-developed sense of colour and a love of the rhythmic music of the tropical Caribbean. In some ways, he seems more receptive to foreigners and foreign ideas than the people of the interior, presumably because of his mixed ancestry and his proximity to the sea.



—Standard Oil Co. (N.J.)

The Magdalena River has provided the great historic route from the Caribbean into the interior, but rapids and other impediments to navigation limit its usefulness. Here a boat inches up the treacherous rapids.

Agriculture is the chief industry. Such hot-climate crops as cotton, tobacco, rice, maize (corn), sugar cane and bananas are grown. Cattle raising is very important and herds of heat-resisting Cebu cattle are to be seen grazing on the open land. In many districts the soil is poor and living standards low. Other areas, such as the Valley of the Sinú River, have rich agricultural lands, although tropical diseases are said to be rampant.

Manufacturing is the second industry and is largely centred in Barranquilla and, to a lesser extent, Cartagena. There is a sizable output of consumer goods, including foodstuffs and textiles; some lines are marketed nationally and others only on the Coast. There are no exports of any account. Fresh and salt water fisheries serve the needs of the indigenous population. In the forests of the hinterland, as well as in the mangrove swamps by the sea, a sizable output of lumber and other forest products finds its way to Barranquilla's mills to be processed. Oil is the leading mineral; it is found in quantity some distance from the Coast and transported there by pipeline.

Transportation a Problem

As with all the economic regions of Colombia, the movement of people and goods constitutes a real problem. Fortunately the sea has provided an avenue for both foreign and coastal commerce. Inland transportation is limited. There are few railways and they serve only their immediate locality. Highway building is not far advanced, although

a paved road links Barranquilla with Cartagena and a trucking road has recently been pushed through to the city of Medellín in the western interior. The relatively level country of the Coast, in contrast to the mountainous nature of most of settled Colombia, should permit a ready expansion in the region's highway system. The Magdalena River has provided the great historic and present-day surface route to the interior, although navigation is restricted to extremely shallow-draft vessels and may be limited in periods of low water. Largely because of the difficulty in reaching the interior (except by plane) the Coast has developed as a distinct economic area.

Economic Problems

The coastal belt has, in common with the other areas of Colombia, the standard economic problems such as transportation, uneven distribution of wealth, and low living standards of the masses. However, the region also faces economic problems peculiar to it alone. Long the "Front Door" of Colombia because of the Magdalena River route to the interior, the Coast now finds the port of Barranquilla and the Magdalena route bypassed in favour of the Pacific port of Buenaventura and the trucking route to Bogotá over the 14,000 ft. Quindio Pass. Furthermore, in common with most countries, the National Government has interested itself in business and economic controls and this has tended to concentrate more economic power in the national capital, Bogotá. The silt-laden Magdalena continually threatens to close the Boca de Cenizas—the mouth of the river and entrance to the port of Barranquilla—with sand bars and a shifting channel. Engineers have pitted their skill against the elements and have succeeded with difficulty in maintaining a channel. However, the draft of the ocean vessels entering the harbour has to be restricted and this factor plays into the hands of the rival port of Buenaventura. Unfortunately too, Cartagena's fine harbour is not used to capacity because of the limited hinterland and difficulty of access to the interior.

Economic Prospects

These adverse factors have limited the growth of the Coastal area and have encouraged the development and expansion of other economic regions of the country. Whether the coast can overcome these problems and make use of inherent advantages depends on a number of factors, particularly the economic proposals and developments included below.

In the field of transportation, the construction of the Magdalena railroad, which is designed to bypass the shallow, dangerous reaches of the river, should overcome one of the greatest limitations of that route. The building of trunk highways to the interior should also lessen the advantages of the Buenaventura-Cali-Bogotá route. Because of its proximity to the sea, the coastal area enjoys many transportation advantages over other areas of the Republic. Deep sea ships, for example, sail from East Coast Canadian ports directly to Barranquilla and there are none of the trans-shipping problems which are so vital when doing business with Colombia's great interior centres.

In agriculture, foreign observers believe that with the improvement in transportation facilities and the inauguration of irrigation works the coastal region, particularly in the valleys of the Sinú and Magdalena

Rivers, could greatly expand and improve agricultural output. It has been reported that this area could become an important world producer of cotton and rice. Though these crops are grown now, production measured in both quality and quantity is nowhere near the potential.

There are also encouraging prospects for industry, especially in the Barranquilla and Cartagena areas. Barranquilla is well served for electric power by a United States-owned company. It is not only the best lighted city in the Republic, but blocks of power are available for industrial use and plans are afoot to step up the output. Oil as an industrial fuel is close at hand. Two pipelines from the interior carry it to the ports of Mamonal near Cartagena and Coveñas located some 80 miles farther above the coast. Refined products are imported from the nearby Netherlands' West Indies. However, a Canadian subsidiary of a great U.S. oil firm is proposing to build a US\$40 million refinery at Cartagena to serve coastal and other markets.

Health Conditions Improved

With the assistance of modern science and engineering, the health conditions, particularly in the larger centres, have improved considerably and Europeans have been able to settle there. This in turn has encouraged the introduction of modern business techniques and other improvements. Local agricultural production is not satisfactory, however, and large quantities of fruits, vegetables and better quality meats must be imported from the cooler highland regions. As a result, the rank and file suffer from dietary deficiencies. These may be overcome by new techniques and methods of production.

It is not difficult to see that the coastal region of Colombia enjoys many natural economic advantages and faces many perplexing economic problems. How the peoples of the region meet and solve their problems and capitalize on their undoubted advantages will depend on whether or not the region keeps in step with the rapid economic advance of the nation as a whole.

—J. E. LANCASTER

Assistant Commercial Secretary for Canada

For Your Information . . .

The Directories listed were last published in these issues:

Foreign Trade Service Abroad January 2

Head Office Directory October 10

Area Breakdown, Foreign Trade Service September 19

Foreign Commercial Representatives in Canada August 8



General Notes

AUSTRALIA

Record Investment in Industry—The Minister for National Development has stated that investment in new industrial development announced by the Australian manufacturing industry in 1951-52 had a record value of £A122,849,000 and involved 1,106 projects. Projects with which overseas enterprises were closely linked accounted for £A73,733,000, or about 60 per cent of the total proposed investment. They number 81, or 7·3 per cent of the total projects.

The largest investment for any one type of industry was £A38 million in seven projects announced by oil companies, mostly for refinery construction. Projects for the production and rolling of metals, mostly steel, accounted for £A27·7 million. Engineering, including the automotive industry, contributed £A19·2 million in 326 projects, chemicals and pharmaceuticals £A6·8 in 37 projects, and food processing £A9·3 million in 115 projects.

The figures for 1951-52 bring the total investment in major known industrial developments since 1945 to £A402·7 million, of which £A171·3 million represents 622 projects partly or wholly owned by overseas interests. Purely Australian companies have launched 7,181 projects involving an investment of £A231·4 million—Melbourne, Jan. 4.

BARBADOS

Fishing Industry—Size of the fishing industry's catch has been rising sharply for three years in Barbados. In the first half of 1953 it reached 15 million pounds valued at BWI\$2·3 million. The increase is attributed to the use of gill nets in catching flying fish. The industry is pressing for more deepfreeze storage at fish markets—Port-of-Spain, Jan. 5.

BRAZIL

Expansion at Volta Redonda—A 21-unit coke oven went into operation recently at Volta Redonda, increasing coke production 38 per cent. The output from the new oven will supply the second blast furnace which is being installed—Rio de Janeiro, Jan. 7.

German Steel Group to Install Plant—A contract has been signed with a German steel group to install a steel mill at Vitoria, State of Espirito Santo. Production is scheduled to begin in 1955 and initial output is estimated at 55,000 tons of finished steel products a year—Rio de Janeiro, Jan. 7.

DENMARK

Industrial Production—Denmark's monthly industrial production index reached its highest postwar peak in September 1953, 121 as compared with 114 in September 1952 (1949=100). For the nine months January-September 1953, the industrial production index increased to 110 as compared with 107 for the same period in 1952. In the case of consumer goods, the production index increased from 102 to 107 during the nine months; the index for producer goods remained unchanged at 113. As compared with September 1952, production of the following industrial products increased: food products; textiles; wood products; paper, printing and allied products; chemical products, stone, clay and glass products; iron and metals, and products of miscellaneous manufacturing industries—Oslo, Jan. 9.

GREECE

Canadian Aid—The first shipment of the Canadian Government's half million dollar aid to the earthquake stricken population of three Ionian Islands arrived in the Port of Piraeus on December 7th. The cargo of over 1,000 long tons consisted of 6,933 barrels of codfish, Labrador ordinary cure, and 250 tons of evaporated milk. Other supplies being sent later include aluminum building sheets and pressed pulp building board. The ship was met in Piraeus by the Canadian Ambassador accompanied by the Commercial Secretary and by Greek Government and municipal officials, who expressed deep gratitude to the Canadian people for their gift—Athens, Jan. 5.

LEEWARD & WINDWARD ISLANDS

Flour Purchasing—Most of the small islands are considering a change in methods of bulk purchase of flour. Rather than ordering through the office of the Trade Commissioner for the British West Indies, British Guiana and British Honduras in Montreal, the various colonies may call for tenders from local commission agents. Already Antigua, St. Vincent and St. Kitts have announced the change, effective January 1—Port-of-Spain, Jan. 4.

NETHERLANDS

Horticultural Trade with France—The new Netherlands-France trade agreement is not expected to result in an increase in horticultural trade. Under it, Holland will export 33,000 tons of seed potatoes, and possibly more if domestic requirements in France exceed expectations. The export quota for apples is 4,200 tons and for fruit pulp 15 million francs. Dutch exports to North Africa under the agreement include the following: Algeria and Tunis, 5,500 tons of seed potatoes; Morocco, 1,000 tons of seed potatoes. In addition Holland will export half a million francs worth of vegetables and fifty tons of apples and pears to Algeria and Tunis, and one million francs worth of vegetables and fifty tons of apples and pears to Morocco.

French exports under the agreement include 15 million francs worth of early potatoes, citrus fruits, vegetables, almonds, nuts and cauliflower—The Hague, Jan. 12.

SWEDEN

Exports to the Dollar Area—Swedish dollar exports have improved. From January to August 1953, they amounted to 506 million kronor, as compared with 423 million for the same period in 1952—an increase of 83 million kronor. This increase was mainly in exports to the United States which have risen by 66 million kronor to 352 million. Exports to Canada have increased by six million to 33 million kronor. The improvement is principally the result of increased pulp deliveries to North America, the traditional backbone of Sweden's dollar-paid exports. After reaching the low level of 200 thousand tons during 1951 and 1952, it was estimated that deliveries would amount to at least 300 thousand tons in 1953.

At the same time, imports from the dollar area have decreased because of strict government import controls. During the first eight months of 1953, purchases from the dollar area decreased to 644 million kronor from 826 million kronor in 1952. Of this amount, 150 million were spent in the United States. Sweden has cut down her imports of U.S. cotton, coal, mineral oil, iron and steel; all these products have become more easily obtainable from soft currency sources. On the other hand, imports from the dollar area would in certain cases have been more advantageous in price—Stockholm, Jan. 6.

UNITED KINGDOM

Gold and Dollar Reserves Down—The United Kingdom Treasury has announced that the gold and dollar reserves of the sterling area were reduced by \$43 million in December. After this reduction, the reserves at December 31st stood at \$2,518 million, compared with \$1,846 million at the beginning of 1953.

This loss was entirely caused by the annual repayments on the Canadian and United States postwar loans, which amounted to \$181 million. During December, the U.K. received \$20 million from the United States as defence aid, and \$4 million from the European Payments Union on account of the November surplus with that organization—London, Jan. 13.

UNITED STATES

Textile Mills Modernized—In the postwar years from 1946 to 1951, 58 cotton and synthetic mills in New England have spent almost \$100 million on new and modernized buildings, machinery and equipment. This amounts to an average investment of \$1.7 million per mill and \$2,500 per worker—Boston, Jan. 16.

Electronic Industry Expands—According to a joint survey by the Federal Reserve Bank of Boston and the Boston Chamber of Commerce, 77 electronics companies plan to spend some \$23 million on expansion involving the addition of two million square feet of floor space. This expansion will also create 7,800 new jobs in the area. Within the past two years employment in 142 of New England's electronics factories has risen from 38,000 to 58,000, a gain of 53 per cent—Boston, Jan. 16.

Saint John: the Loyalist Port

Built up first on the trade in lumber, Saint John has increased its services to shippers with the passing years and continues to progress.

SAINT JOHN, NEW BRUNSWICK, is situated on the north shore of the Bay of Fundy, only a few miles from the open Atlantic, yet close to the productive regions of eastern Canada. This geographic location, plus a large, well-sheltered harbour open the year round and approached by a wide main channel, has given the port an important place in Canada's transportation system.

"Loyalists, my fathers, builded this gray port of the gray sea"—so a famous Canadian poet once saluted the city. Before the American Revolution it was only a small trading post but when thousands of the Loyalists settled there in 1783, it took on new life. The settlers found their first few years in Canada exacting and difficult ones. Their goods were landed on the beaches; few houses of any kind awaited them; food was difficult to secure and the climate often harsh. But they survived privation and hardship to build a city—the first incorporated city in North America—and to lay the foundations for today's thriving port.

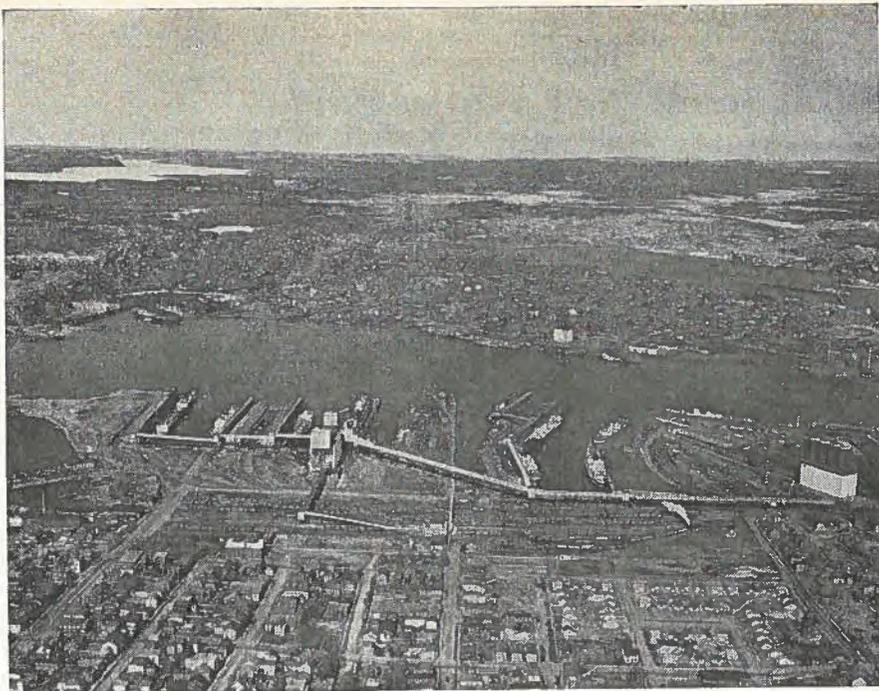
In the next hundred years both Saint John itself and the flow of commerce through the port grew steadily. It was the time of the rise and development of New Brunswick's lumber industry and the brisk overseas demand for lumber and other wood products brought boom years to the port. These were the days too of the clipper ships which sailed across the seven seas. Saint John shipyards built many of these clippers and the port once ranked as the world's fourth largest builder of wooden ships.

NHB Facilities

The clippers have long since gone but Saint John welcomes and services the steamships of today with equal efficiency. Among the main facilities at the port are the National Harbours Board Terminals on the east and west sides of the main harbour. The 20 ocean berths have limiting draughts ranging from 25 to 35 feet at extreme low water and the 17 transit sheds an aggregate floor space of 870 thousand square feet.

On the west side of the harbour, commonly referred to as West Saint John, are 14 modern transit sheds made of steel and concrete, fireproof and equipped with grain-loading galleries. Included are three heated frostproof sheds used principally for shipping the well-known New Brunswick and Prince Edward Island potatoes. They can also be used for other perishables arriving at or being shipped from Saint John. The west side of the harbour also has several shed annexes and two shallower berths.

On the east side is Pugsley Terminal, a modern concrete pier almost 900 feet long, where two of the largest cargo liners afloat can tie up alongside at the same time. The present terminal has a large fireproof cargo shed of more than 100 thousand square feet of floor space, with grain conveyer and loading galleries.



—Climo

This aerial photograph of Saint John Harbour, taken in the month of April, shows over twenty ocean vessels in port.

Together with National Harbours Board facilities, there are a number of privately owned and operated berths, docks, slips and sheds for the handling of sugar, pulp, sulphur and fuel oil, coal and the coastal trade. These vary in size from the Atlantic Sugar Refineries docks to smaller slips and docks to accommodate schooners and vessels in the coastal, Newfoundland and British West Indies trade.

Saint John is, of course, a grain loading port; in 1952 it shipped some 450 thousand tons to overseas countries. Three elevators, with a combined storage capacity of three million bushels, ensure efficient loading of grain ships. Two of these, the National Harbours Board and Canadian Pacific Railway elevators, are in West Saint John and the Canadian National Railway elevator is on the east side on Pugsley Terminal. Two of them can load to vessels 60 thousand bushels an hour. The third cannot match this speed, but all grain-loading ships are assured of a fast turnaround.

Other Services

Heavy lift equipment is found throughout the port, including a floating crane with a maximum capacity of 65 tons. Its oil tankers have an aggregate storage capacity of 17 million gallons. The whole port is served by a harbour railway of some 60 miles trackage, operated by the CNR on the east side of the harbour and by the CPR on the west. There are complete facilities for steel shipbuilding, for the making of castings or forgings, and for general repairs to ships and marine machinery. Saint

John has one of the largest drydocks in the world—1,150 feet long, 146 feet high and 53 feet deep, with 42 feet over the sill at high water—and another semi-tidal drydock 440 feet long, constructed during the last war.

Growth of a Port

In the early days, most of the trade passing through Saint John was coastal or came down the St. John River. The opening of roads into the hinterland of New Brunswick helped to broaden the area served by the port. But it was the coming of the railways that gave the greatest impetus to trade through Saint John. Railroad construction began as early as 1860, but it was some years before the port was linked by rail with Quebec and Ontario. Today the lines of Canada's two railway systems join Saint John to the whole country. Nowadays trucking and, more recently, air transport provide a further link in the chain of inland transport services joining the industrial and agricultural regions of Canada to shipside in Saint John harbour.

Pattern of Trade

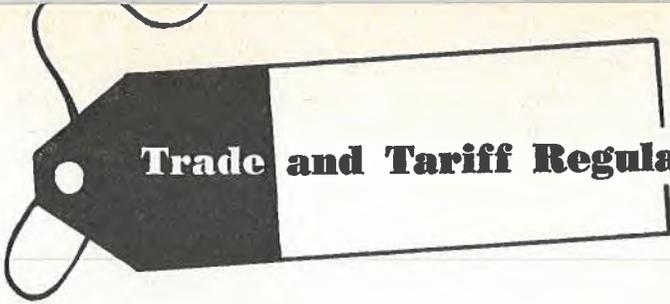
This development of transport has brought changes in the pattern of trade. Where once only the products of the surrounding Maritime Provinces moved over the docks, now comes grain from the Prairies; lumber and wood products from the forest areas of Ontario, Quebec and New Brunswick; tobacco from Ontario; steel, iron and aluminum goods from Canada's expanding industry; potatoes from the Maritimes, and so on. Petroleum and gasoline come in from Latin America, glass and other manufactures from the United Kingdom and the Continent, sugar from the West Indies, spices and tea from the Far East. Port statistics reveal countless other cargoes. Each is given careful attention and sped on its way by experienced Saint John shipping folk, raised in the tradition of a port serving international trade.

Progress Continues

Many changes have taken place on the waterfront since Saint John was a mere trading post and a haven for the Loyalists. In 1952 approximately 700 deep-sea vessels of nearly two million net registered tons discharged almost a million tons of cargo from abroad and loaded 1.75 million tons of goods for export. To meet this expanding trade, great concrete piers have been built and modern cargo-handling equipment installed. Progress and development continues. Pugsley Terminal is currently being doubled in length to provide additional transit shed space for Canadian shippers and berths for the greater number of ships which today call at the Loyalist port.

—H. A. HADSKIS

Transportation and Communications Section



Trade and Tariff Regulations

CUBA

New Trade Agreement with U.K.—A new trade agreement signed by the United Kingdom and Cuba became effective on January 1, 1954, and will remain in force until December 31, 1956. This agreement provides for the maintenance of the reductions in the most-favoured-nation rates of duty on many products to the level enjoyed by similar United States products under the preferential treatment granted by Cuba to the United States. Included in the new agreement are all the products which benefited from the reduced rates of the 1951 Anglo-Cuban Agreement terminated on December 31, 1953. In addition, there are three new products in the agreement, codfish, agricultural machinery and apparatus and instruments, and knitting machine needles, which are GATT concessions by Cuba to Canada. All of these reduced rates will be extended to similar Canadian products under most-favoured-nation treatment.

Under the new agreement, the United Kingdom has agreed to maintain the relative position of Cuba in the United Kingdom sugar market as compared with other non-Commonwealth suppliers as based on the 1948-52 imports of sugar. The United Kingdom also has undertaken to authorize the import of \$2.75 million worth of Havana cigars over the three years 1954-56.

A complete list of the products included in the agreement is available from the International Trade Relations Branch, Department of Trade and Commerce, Ottawa.

BRAZIL

Foreign Trade Controls—Law 2145 of December 29, 1953, effective immediately, extended controls on Brazil's export and import trade until January 31, 1955. The Foreign Trade Bureau (Carteira de Comercio Exterior) has been created to replace the previous Export Import Bureau, and has some functions of inspection and financing that the old Bureau did not have. The system of public auction of foreign exchange for imports continue. Penalties are provided for importation without licence or on fraudulent declaration, and travelers' baggage is more closely defined. Further details may be obtained from the International Trade Relations Branch, Department of Trade and Commerce, Ottawa—Rio de Janeiro, Dec. 30.

INDONESIA

Dollar Export Certificates Abolished—Effective January 1, the Indonesian regulations granting dollar export certificates for transactions in Canadian and United States dollars, as well as United States dollars in Japan, have been withdrawn.

These regulations, which have been in force since February 3, 1952, provided that Indonesian exporters to dollar countries received dollar certificates amounting to 70 per cent of their export earnings. These certificates could be sold to importers since certificates were required to the full amount of all dollar imports. The certificates have recently been quoted at 183 cents Canadian as against the basic exchange rate of the rupiah at 8.555 cents.

ITALY

Customs Tariff Revised—Various revisions have recently been made in the Italian system of temporarily reduced customs duties. Among these, duties on livestock and horses for slaughter have been increased from 11 to 16 per cent, and on fresh and frozen meats and edible entrails from 11 to 18 per cent. These increases are to expire not later than July 31. Further, the temporary duty on olive oil was increased from 11 to 20 per cent. In spite of the increases, the new temporary duties are still lower than the normal rates provided in the tariff.

In addition, all temporary reductions at present in force have been extended until July 14, 1954—Rome, Dec. 29.

NORTHERN RHODESIA

Dollar Allocations—The import control authorities of Northern Rhodesia have announced that the dollar import allocations for the first half of 1954 are as follows: hog casings, £5,000; dried milk, £42,000; milk-based infant foods, £5,500; tractors, £61,450; agricultural machinery, £18,840; earth-moving machinery, £25,600; other machinery, £11,100; adding, calculating and other office machinery and spares, £1,250; machinery and tractor spares, £142,850; special hand tools and precision tools, £6,000; medical requirements, £3,125; stereoscopic films (for educational purposes), £500.

Items placed on the "Unrestricted List" include the following: sausage casings; cotton and other yarns and flocks for blanket manufacture; tapestry and ticking for furniture manufacture; all yarns (other than cotton) for industry; aircraft spares, motor vehicle spares, garage workshop equipment and specialized tools, agricultural machinery spares (but not including tires); glass, plate, sheet and mirror; school slates and slate pencils; fertilizers; wallboard and hardboard; cork manufactures (excluding cork tiles and flooring). Importers applying for licences to import any of these goods need not be in possession of an allocation of currency, either dollar or non-dollar non-sterling. Applications for import licences should be made by the importer direct to the Controller of Imports and Exports, Lusaka.

SOUTHERN RHODESIA

Import Controls Relaxed—Relaxation of import controls on a certain range of goods from dollar and other non-sterling countries for the first half of 1954 was announced recently by the Southern Rhodesian Government.

Although import of the following goods has been removed from quota restrictions, they will still be subject to import licences which will be issued automatically: ball and roller bearings; spares for mining, agricultural, and industrial machinery; aluminium ingot; abrasives, excluding emery papers; wallboard and hardboard; empty boxes and shooks; empty barrels and casks; unmanufactured rubber and synthetic rubber; garage workshop equipment; all yarns (other than cotton) for industry. Other commodities exempted from control include olive oil, glue, flocks for blanket manufacture, earths and clays, marble, rough sawn, and cork manufactures (excluding cork tiles and flooring).

The following goods, which were removed from quota control during the second half of 1953, continue to require import licences which are automatically issued: dried fish, sausage casings, molasses for industrial use, plants, trees, bulbs, seeds for planting, raw chicory, raw coffee, salt in bulk, spices for mills and distilleries.

Brandy stock for blending and spirituous perfume compounds for industry.

Cotton and other yarns for blanket manufacture, fibres for brush-making, tapestry and ticking for furniture manufactures.

Aircraft spares, motor cycle and cycle spares, motor vehicle spares, graphite electrodes, knitting machine needles for industry, lead, mercury, zinc.

Industrial diamonds; glass, plate, sheet and mirror; school slates and pencils.

Carbon black, flotation reagents, lux perfume, paraffin and other waxes for industry, pigments for paint manufacturers, petroleum products (miscellaneous), oils (lubrication), oils for industry—animal, vegetable and mineral, rosin, tallow and turpentine and substitutes.

Acids for industry, borax, chemicals for paint manufacture, chemicals for insecticide manufacture, cyanide (aerobrand), cinchona alkaloids for further processing, dyes, fertilizers, fertilizer borate, gases for industry, polystyrene moulding powders, solvents for industry, potassium and sodium compounds for industry.

Unmanufactured timber, wood pulp and waste paper.

Paper for converters, books, printed music, newspapers and periodicals, newsprint and printing paper.

Dental, optical and surgical instruments, and battery cases and separators.

The Southern Rhodesian Government has granted allocations to dollar countries for the importation, during the first half of 1954, of the products listed below. For comparison, allocations are given for the previous six months' period.

	Currency Allocations	
	July-Dec. 1953	Jan.-June 1954
	£	£
Dried milk	2,000	2,500
Infants foods	3,500	3,500
Wheat	25,000	80,000
Aluminium ingot	1,000	*
Oil companies pump and depot maintenance	3,000	5,000
Agricultural machinery and spares	295,000	†100,000
Mining and industrial machinery	237,500	175,000
Steel	139,635	9,000

	Currency Allocations	
	July-Dec. 1953	Jan.-June 1954
	£	£
Tools	20,000	30,000
Electrical goods and spares	10,000	10,000
Commercial motor vehicles	175,000	275,000
Lighting manufactures	8,500	8,500
Radio manufactures	3,000	3,000
Venetian blind hardware	1,500	1,500
Asphalt and bitumen	5,000	5,000
Minerals and earthenware	1,500	1,000
Drugs and chemicals	17,500	12,500
Insecticides	7,000	10,000
Tires and tubes	4,500	4,500
Synthetic rubber	2,000	*
Plywood	3,750	17,000
Bitumastic roofing felt	2,000	‡
Office equipment	40,000	40,000
Pictorial seed packets	1,000	1,000
Wrapping paper (defined) and printers requirements Board	10,000	10,000
Sea fishing reels	1,000	1,000
Commercial cinema spares	1,500	2,500
Photographic equipment, special	600	2,000
Precision instruments	‡	1,500
Government departments and railways	319,000	300,000

* On unrestricted list.

† Spares on unrestricted list.

‡ No allocation.

It will be noted from the above table that allocations have been increased for imports of wheat, dried milk, tools, commercial vehicles, insecticides, plywood and photographic equipment. Reductions have been made for certain goods, chiefly mining and industrial machinery, steel and drugs and chemicals.

UNITED KINGDOM

Egg Imports Decontrolled—The trade in imported eggs from sterling countries reverted to private firms on January 1, 1954. When decontrol of home produced eggs came into effect in March 1953, the Minister of Food announced that he would retain sole responsibility for imported supplies for the time being. The Ministry's contracts with Australia and South Africa expired at the end of 1953, together with the contract with the Irish Republic. Since that date, all imports of eggs from sterling area countries have been admitted under Open General Licence.

Imports from non-sterling countries will be handed back to private firms on April 1, 1954. The Ministry's contract with Denmark, which would otherwise run till next September, will end on April 1st, subject to mutual agreement. Because of the balance of payments difficulties, supplies from Western European and certain other non-dollar countries will, at first, be under Open Individual Licence. The Ministry states that it is unlikely that there will be any significant increase in the quantities offered to the United Kingdom during 1954. For the first eleven months of 1953, imports totalled 118·5 million dozen, compared with 106·4 million in 1952. The increased supplies came mainly from Denmark, Poland and Eire.

Since home produced supplies were decontrolled, an interim Marketing scheme has been operated by the National Egg Marketing Organization which advises the Ministry. Long-term marketing arrangements are still being worked out in discussions between the Government, the producers and other interests—London, Jan. 8.

Foreign Exchange Rates

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

Conversion 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 1.02761.

Country	Unit	Type of Exchange	Canadian dollar equiv. Jan. 14	Notes (See below)
Argentina	Peso	Preferential buying .....	.1297	(1)
		Basic buying .....	.1946	
		Preferential selling .....	.1946	
		Basic selling .....	.1297	
		Free .....	.07005	
Austria	Schilling .....	.....	.03743	
Australia	Pound .....	.....	2.1885	
Belgium Luxemb- bourg & Belgian Dependencies ..	Franc .....	.....	.01948	
		.....	.00512	
Bolivia	Boliviano	Official .....	.5699	(3)
British West Indies	Dollar .....	.....	2.7356	(4)
	Pound .....	.....	.6839	
Brazil	Cruzeiro	Brit. Honduras .....	.05170	tax 8%
		Official selling .....	.03431	(2)
		Effective buying .....	.04166	(5)
		Coffee buying .....	.2044	
Burma	Kyat .....	.....	.2052	
Ceylon	Rupee .....	.....	.00885	(1)
Chile	Peso	Official .....	.3892	
Colombia	Peso	Basic .....	.1733	(6)
Costa Rica	Colon	Official .....	.1465	
		Controlled free .....	.9731	tax 2%
Cuba	Peso .....	.....	.1351	
Czechoslovakia ..	Koruna .....	.....	.1409	
Denmark	Krone .....	.....	.9731	
Dominican Republic	Peso .....	.....	.06488	
Ecuador	Sucre	Official .....	.05453	(7)
		Free	2.7944	
Egypt	Pound .....	.....	2.4645	
Fiji	Pound .....	.....	.0423	
Finland	Markka .....	.....	.00278	
France	Franc .....	.....	.00556	
French Africa ..	Franc .....	.....	.01530	
French Pacific ..	Franc .....	.....	.2317	
Germany	D Mark .....	.....	.000032	
Greece	Drachma .....	.....	.9731	
Guatemala	Quetzal .....	.....	.1946	
Haiti	Gourde .....	.....	.4866	
Honduras	Lempira .....	.....	.1658	*Dec. 31
Hong Kong	Dollar	Free .....	.05975	
		Official .....	.04601	
		Special buying .....	.03707	
Iceland	Krona	Special selling .....	.2052	
		.....	.08536	(8)
India	Rupee .....	.....	
Indonesia	Rupiah	Basic		

* Latest available quotation date.