

aluminum and other goods. Currently, many items that we are anxious to supply are restricted entry because of Uruguay's exchange situation. I am glad to say that this situation is showing considerable improvement, and we hope the day will not be far distant when Uruguay will relax its import restrictions against certain Canadian goods. Our imports from Uruguay consist mainly of wool and wool tops, canned meats, and hides and skins.

I hope that, with the exchange of Embassies between Canada and Uruguay, and as a result of our visit, we may see a significant expansion of trade in both directions.

### Venezuela

The Mission spent 6 days in Venezuela. We stayed in Caracas, the capital, for 5 days, and spent one day in Maracaibo, the great oil centre. Venezuela is one of our most important dollar markets in Latin America - a valuable market for wheat flour, milk, motor vehicles, copper, aluminum, newsprint, electrical apparatus and many consumer goods; it is also our largest source of supply for crude oil imports. Our exports to Venezuela totalled \$36 million in 1952, and our imports, traditionally much higher in value, amounted to about \$136 million. We are interested in reaching a closer balance in our trade with Venezuela through an expansion in our sales to that country, and we are also anxious to seek new products that we can import from them. We had most interesting meetings with Cabinet Ministers of the Government.

Venezuela has an ample supply of dollars, derived largely from the export of petroleum. There are no restrictions on imports to that country. It is perhaps the largest import market in Latin America and imports from Canada are far below the scale that we would desire. The market is highly competitive, but still offers a fertile field for those Canadians who will visit that country in an effort to sell Canadian products. Members of our Mission obtained important on-the-spot orders and all expressed the opinion that Canada is doing a very poor selling job in that country. Industrial expansion is in progress at an astonishing rate and almost any product of the type made in Canada is being imported in volume, including manufactured goods, metals, pulp and paper and food.

We also had an important meeting with officials of the Flota Grancolombiana, the joint shipping line of Venezuela, Colombia and Ecuador, which now extends its service to Canada on the East Coast and will shortly do the same on the West Coast. All ships owned by this company were built in Canada and are contributing greatly to the development of trade between Canada and the Latin American countries it serves. Plans are under way to expand the fleet of refrigerated ships which will help further to promote direct shipments from Canadian ports.

While in Caracas, we had an opportunity to visit the Caracas-La Guaira super-highway, now nearing completion, which will connect the city of Caracas with its seaport. This is one of the major construction projects in Latin America.