

PROGRAMME TO DATE

The Canadian development assistance programme was expanded to include Latin America in 1964, when it was decided that \$10 million would be allocated from the newly-created development loan fund and that loans approved under the programme would be administered for Canada by the Inter-American Development Bank. Since 1964, an additional \$10 million has been allocated each year, bringing the total to \$50 million.

To date, under the Canadian International Development Agency programme, development loans have been extended to ten Latin American countries as well as to the Central American Bank for Economic Integration.

U.S. - CANADA AUTO PACT BENEFITS

The Canada-United States Automotive Products Agreement of 1965 indicates "the possibilities of strengthening economies and expanding international trade without the restraints of additional tariff and non-tariff barriers," according to the Bank of Montreal's February *Business Review*. The auto pact is also, the *Review* adds, a recognition by industry and government that, under certain circumstances, industry can meet the needs of a market efficiently only through integration.

In the last four years, Canada's exports of automobiles and parts have increased nearly sixfold.

EFFECT ON EXPORT TRADE

"Domestic exports of automotive products, totalling no less than \$2.6 billion, compared to \$177 million only four years earlier, far exceeded the combined export value of wheat and newsprint in 1968," the *Review* says. The expanding automotive trade played a major role in pushing Canadian exports to \$13.2 billion last year, which was a 19 percent increase over exports in 1967.

Before the auto pact, Canadian imports of cars and parts consistently exceeded exports. Canada bought about 7.5 percent of all North American cars but manufactured only 4 per cent.

Since the Agreement was signed, the Bank of Montreal notes, "not only has the serious imbalance in trade been improved but automobile production in Canada has increased substantially more than sales".

Between 1965 and 1967, manufacturers of cars and parts invested an average \$200 million annually in plant and equipment, compared to an annual average of \$65 million for the three previous years. The value of motor-vehicle shipments rose from \$1.7 billion in 1964 to \$2.5 billion in 1967, while parts shipments rose from \$629 million to \$899 million. At the same time, employment in the industry increased by 18.5 per cent, though the volume of Canadian sales went up by only 12.3 per cent.

The Agreement freed trade on certain automotive products to allow "greater industrial and economic integration...of auto firms with the basic objective of creating a single North American market in automotive products," the *Review* states. "There is no doubt...that benefits have accrued on both sides of the border. Views expressed by both government and automotive manufacturers appear to indicate a desire...for continuation of the arrangement."

INTERNATIONAL CONFERENCES

QUALITY OF FISH

The growing importance of quality control of the world's fisheries will be discussed at a major international conference to be held in Halifax, Nova Scotia, this summer. The meeting, which is being sponsored by the Food and Agriculture Organization of the United Nations (FAO), will be attended by more than 300 delegates from 40 countries.

Among the topics to be discussed at this gathering, which is scheduled for July 15 to 25, are the organizational aspects of fish-inspection principles of quality control and new methods of quality determination. Methods used in the fisheries in different parts of the world will also be assessed, and it is hoped that certain techniques and test methods will win general acceptance as a result of the discussions.

AGRICULTURAL AVIATION

The National Research Council has announced that two international conferences will be held this summer at Queen's University, Kingston, Ontario. The Fourth International Agricultural Aviation Congress, from August 25 to 29, is expected to hear speakers from many parts of the world and to facilitate the exchange of information on international progress in agricultural and forestry aviation, as well as co-operation in research, technology and operations.

Delegates to the Congress will see a demonstration and display of aircraft, aircraft parts, dispersal equipment, electronic gear, pesticides, chemical products, and safety devices, etc.

BIRD HAZARDS TO AIRCRAFT

From September 2 to 5, a world conference will be held on Bird Hazards to Aircraft. The object is to determine the seriousness of the hazard to aircraft from birds and to decide how much worse it is likely to become with the increased use of jet aircraft. The conference will study the methods being used to overcome the problem in various countries.

The largest markets for Canadian lumber are the United States and Britain. Other major markets include Japan, Australia, Central America, France and the Netherlands.