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Other export orders during 1958 and 1959 included two more for Canadian Pacific Airlines (bringing the total ordered by C.P.A. to eight—see 16119 A) and two for Transcontinental S.A. of Argentina. With five *Britannias* previously ordered by North East Airlines [see 16019 A] cancelled, the total of *Britannias* ordered to date was 30.

"Viscounts." The New Zealand National Airways Corporation (which already had three *Viscounts* in service—see 16019 A) stated on Nov. 10, 1959, that it had ordered a further machine. Other sales included 10 to *Aer Lingus*, 8 to British West Indies Airways, 4 to the *Compañía Cubana de Aviación*, 2 to Iolondair, 3 to Iranian Airways, 4 to Iraqi Airways, 3 to Kuwait Airways, 2 to Malayan Airways, 7 to Middle East Airlines, 10 to North East Airlines (U.S.A.), 3 to Philippine Air Lines, 5 to Turkish Airlines, 1 to Union of Burma Airways, and 1 to Sudan Airways.

Including *Viscounts* sold to B.E.A., Commonwealth and foreign Governments, and large companies (e.g. the U.S. Steel Corporation, the Royal Bank of Canada, Tennessee Gas Transmission Co., and Standard Oil of California), the total number of these machines sold to date is 409. In addition, 35 *VC-10s* have been ordered by B.O.A.C.

"Vanguards." 20 of these machines have been ordered by Trans-Canada Airlines and 20 by B.O.A.C.

Sir David Eccles (then President of the Board of Trade) had announced on Nov. 4, 1958, that in order to assist British aircraft manufacturers and match the credit terms given in the U.S.A., the Board's Export Credit Department had been given discretion to grant up to seven years' credit (instead of five years, as previously) on large British airliners and their engines.

Figures published by the Society of British Aircraft Constructors on Jan. 26, 1960, showed that British aviation exports in 1959 reached the record level of just over £160,000,000, compared with just over £154,000,000 in 1958. Of the 1959 total, aircraft and parts accounted for over £80,000,000 (against £88,500,000 in 1958), the fall being largely due to smaller exports of *Viscounts*, and aero-engines and parts for about £84,500,000 (£49,550,000 in 1958). The amount earned by aviation exports since the war totalled about £942,000,000, including just under £600,000,000 earned in the past five years. (Times - Daily Telegraph - Guardian - Financial Times - Board of Trade Journal - Economist) (Prev. rep. Mr. Sandys on Rationalization, 17041 A ; Survey, 16019 A.)

**A. GHANA - WESTERN GERMANY. — Trade and Economic and Technical Co-operation Agreements.**

Discussions were held in Accra from Dec. 5-21, 1959, between the Ghana Government and a West German delegation, following the visit to Bonn of the Ghanaian Minister of Finance, Mr. K. A. Gbedemah, in August 1959. As a result of the Accra talks it was announced in Bonn on Dec. 29 that both countries had signed a trade agreement and an agreement on economic and technical co-operation.

The statement said that the trade agreement regulated the economic relations between both countries "having regard to their international obligations, including those arising from their membership of G.A.T.T." The agreement on economic and technical co-operation covered mutual aid in the spheres of technical training, modern industrial planning, the provision of experts, and the exchange of technical knowledge and experience between nationals and companies of both countries. In connexion with the latter agreement, the German delegation had offered aid in the setting-up of a technical training institution in Ghana, and a Ghanaian delegation would visit Bonn for further discussions.

It was also announced that agreement had been reached on the implementation of the earlier West German offer of up to 300,000,000 DM. credits for the supply of investment goods to Ghana; that the possibility of a double taxation agreement had been discussed; and that it was intended to conclude an agreement for the protection of foreign investments in Ghana. (Federal Government Bulletin, Bonn) (Prev. rep. 17148 B ; Ghana Economic Development Plan, 17047 A.)

**B. SOUTH AFRICA. — Inaugural Meeting of Union Council for Coloured Affairs.**

The Union Council for Coloured Affairs, which was set up under the Separate Representation of Voters Amendment Act (passed in 1956) to advise the Government on matters relating to the welfare of the Coloured community, held its first meeting on Dec. 14-15, 1959. It consists of three elected representatives of each of the four Coloured constituencies in Cape Province and 13 nominated members—eight from the Cape (including one Malay), four from the Transvaal, two from Natal, and one from the Orange Free State. The 12 elected members were all independents who had been returned unopposed, as all the Coloured organizations in Cape Province boycotted the elections. (Cape Times) (Prev. rep. 14997 B.)

**C. SOUTH KOREA - SOVIET UNION. — Attack on Soviet Survey Ship. - Soviet Allegations denied by South Korean Naval Authorities.**

The Tass Agency reported on Dec. 30, 1959, that the unarmed Soviet survey ship *Ungo* had been attacked and seriously damaged during the evening of Dec. 28 by a South Korean warship while carrying out hydrographic work in the East Korean Bay, about 30 miles off the North Korean coast and 36 miles north-east of the Korean demilitarized zone. After stating that the attack had been made by a ship "of the big hunter type" bearing the number 205, Tass gave warning that "all similar provocations by ships which undertake piratical attacks will be met with adequate measures, going as far as annihilation." An interview with the crew of the *Ungo*, published on Jan. 1, said that after the firing began all the ship's lights had been switched on and a searchlight trained on the Soviet flag; the hostile (allegedly South Korean) warship had continued firing, however, one of the *Ungo's* crew being killed and four wounded.

Both the South Korean Navy and the Coast Guard completely denied on Dec. 31 that any of their ships had fired on the Soviet vessel or had been involved in any shooting incident on Dec. 28.

A South Korean spokesman stated that their ships never went as far north as the place of the reported attack; that a patrol craft numbered 205—"a wooden craft unfit for action in hostile waters"—had been on duty south of the demilitarized zone on Dec. 28, and had seen some gun-firing in the darkness; and that it was therefore "obvious that Russian and North Korean vessels fought each other by mistake." A second statement (Jan. 3) said that the South Korean patrol ship No. 613 had seen a North Korean patrol boat fire on an unidentified vessel on Dec. 28, at a time when No. 205 was 12 miles south of the demarcation line.

The South Korean Office of Marine Affairs announced on Jan. 10 that a South Korean coastguard vessel had been attacked by more than 10 Chinese armed junks off Inchon (on the west coast of Korea), two of the crew being killed and three others, including the captain, seriously wounded. (Soviet Embassy Press Department, London - Times)

**D. CANADA. — Quebec. - Death of Mr. Sauvé. - Mr. Barrette appointed Provincial Premier. - Changes in Quebec Cabinet.**

The Premier of Quebec, Mr. Paul Sauvé, died of a heart attack on Jan. 2, less than four months after he had succeeded the late Mr. Duplessis in the premiership. Mr. Antonio Barrette, Minister of Labour in Mr. Sauvé's Cabinet, was chosen by the caucus of the *Union Nationale* on Jan. 7 to succeed the late Mr. Sauvé as Provincial Premier, and was sworn-in on the following day. [A biography of the late Mr. Sauvé is given in 17025 D.]

Mr. Barrette (60), a former machinist who later became an insurance broker, had held the portfolio of Labour since 1944. The first provincial Premier to hold a trade union card, he has close ties both with Mr. Diefenbaker, the Federal Prime Minister, and with organized labour.

At a press conference on Jan. 8 Mr. Barrette said that he considered the question of Federal aid to provincial universities as "the big question" before his Government, and promised a full study of this matter. His Government would continue the policy of his predecessor in the field of federal-provincial relations, and his first task would be to carry on the measures initiated by Mr. Sauvé. Mr. Barrette indicated that he was not hostile to the idea of provincial and federal partnership in hospital insurance, which had been strongly rejected by the late Mr. Duplessis.

The following changes in the Quebec Cabinet were announced on Jan. 8 : (a) Mr. Jean-Jacques Bertrand, Minister of Lands and Forests, became Minister of Youth and Social Welfare ; (b) Mr. Jacques Miquelon, the Solicitor-General, took over the Lands and Forests portfolio [Mr. Miquelon had originally been appointed Minister without portfolio but subsequently became Solicitor-General, which is no longer a Cabinet post though the holder has Cabinet rank] ; (c) Mr. Maurice Custeau and Mr. Armand Maltais entered the Cabinet as Ministers without portfolio. Mr. Barrette himself retained the Labour portfolio for the time being.—(Montreal Star) (Prev. rep. 17025 D.)

**E. UNITED KINGDOM. — Fatal Industrial Accidents.**

The number of fatal industrial accidents (excluding accidents to seamen and fishermen) during 1959 was 1,125, comprising 389 in mining and quarrying, 577 in factories, foundries, engineering works, gas works, power stations, docks, and building operations, and 159 in the railway service. There were 124 fatal accidents among seamen and fishermen. (Ministry of Labour Gazette) (Prev. rep. 16654 B.)