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CANADA	
The Toy Industry	234
CANADA	
Outbreak of Hoof and Mouth Disease in the West	239
JAPAN	
Financial Position is Major Problem	241
INTERNATIONAL	
Association Seeks Solution to Port Congestion	244
THE HAGUE	
Anglo-Norwegian Fisheries Dispute Decided in Favour of Norway by International Court	246
NORTHERN IRELAND	
Linen Production and Exports Increased	249
COMMODITY NOTES	
Australia	251
Brazil, Egypt, Middle East	252
Netherlands, Scotland	253
Turkey, Venezuela	254
GENERAL NOTES	
Australia	255
Brazil, Chile, Middle East	256
South Africa	257
Turkey, United Kingdom	258
CANADA	
Monthly Summary of Foreign Trade (December, 1951) ...	259
TRADE AND TARIFF REGULATIONS	262
FOREIGN EXCHANGE QUOTATIONS	264

OVER . . . Canadian toy industry represents big business lay. Every type of toy will displayed at the 12th Annual Canadian Toy Fair, March 3-7, in Montreal. Our cover shows wooden toys designed by Robert Halford, of Cambridge, Ont., and included in the National Gallery's Canadian Design Index. (See inside page 234.)

National Film Board Photo

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The Canadian Toy Industry

By P. Grant Jones, Commodities Branch,
Department of Trade and Commerce.

THE Canadian toy industry represents big business today. In 1936 the output of all plants was valued at around \$3,000,000. During the next ten years production increased six-fold. Since then the combined production of the industry has continued its upward trend and, according to authoritative sources, the figure may approach \$30,000,000 for the current year unless curtailed by defence needs and other unforeseen factors. Canada is considered well to the front among the toy producing and consuming nations of the world. The Canadian toy industry has attained a maturity and strength that make future growth almost a foregone conclusion. It has been estimated that Canadians spent \$5,000,000 on plastic toys in 1949. According to key executives in this field, plastic toys led the field that year in the under-the-dollar price range, accounting for almost 60 per cent of sales in that grouping.

Annual Toy Fair Opens March 3 in Montreal

The 12th Annual Canadian Toy Fair is being held March 3-7, in the Mount Royal Hotel, Montreal. Some 115 Canadian toy manufacturers will be exhibiting, and upwards of 6,000 visitors, principally buyers, are expected to attend. Every type of toy now being made in Canada will be exhibited, including dolls, dolls' clothing, dolls' carriages, tricycles, scooters, sleds, coaster wagons, steel fire-engines, metal trucks, all-metal die-cast toys, model aircraft, model boats, rubber toys, juvenile furniture, clock-work toys, toy musical instruments, wooden action toys, Christmas tree decorations, playground equipment, pool tables, children's bicycles, miniature plastic toys, balloons, masks, games of many kinds and other articles suitable for people of all ages. Materials used in their manufacture include wood, metal, rubber, plastics, textiles and paper. The American Toy Fair, which will be held this year in New York City, March 10-19, is also attended by many leading Canadian toy buyers.

Although the establishment of an organized Toy Fair had been discussed in playthings trade circles during the years prior to World War II, it was not until 1941 that the industry held its first major trade show in the Royal York Hotel, Toronto. Its success was immediate. To it were attracted buyers from most of the leading toy stores and departments in Canada and Newfoundland, as well as a sprinkling of foreign buyers from the United Kingdom, Sweden, South Africa, Venezuela, Cuba, the British West Indies, United States and other foreign markets. Since 1941 the Toy Fair has become an annual event and is held either in Toronto or Montreal. Experience has shown that there is no more effective method of giving toy buyers, at the jobber and retail level, a preview of new offerings for the current year than through the Canadian Toy Fair. Probably never before has a Toy Fair offered greater opportunities for resolving mutual buyer-seller problems than the 1952 show. Exhibitors

will bring to the Fair the finest and most varied collection of Canadian-made toys ever assembled, durable high-quality merchandise produced by the most efficient modern methods of manufacture.

The present position of Canada as a producer of toys was achieved, to no small extent, by the consolidation of gains made during World War II. The industry struggled hard in prewar years against formidable competition from Germany, Japan, and the United States. With the outbreak of hostilities it fell heir to an exclusive market, and became a beneficiary rather than a victim of war conditions. Having the field to itself for several years, progress was made on every side. Small toy factories and other plants engaged principally in the manufacture of other products, mushroomed almost overnight. Whereas there were approximately 50 firms engaged in this business in 1939, the number is now well over 300, although many of these are producing toys as a sideline.

Interest in Export Markets Reviving

With the output of playthings factories expanding, it is natural that a number of manufacturers should be turning their attention, in a limited way at least, to developing export markets for their goods. Among the markets currently offering limited opportunities to Canadian exporters of toys are the United Kingdom, British West Indies, United States, Venezuela, Dominican Republic, Peru, Panama, Hong Kong and Switzerland. Exports to the first two territories are governed solely by the ability of the exporter to show he has had a past pattern of trade, during specified basic periods, with importers in those countries. Toys are under export control by the Canadian authorities only to certain areas and, with the exception of a few Far Eastern destinations, may be shipped under General Export Permit. While export sales are important, and are encouraged, the domestic market forms the basic outlet for the Canadian toy industry.

Although exports of toys and dolls have not reached the objectives anticipated a few years ago, mainly as a result of the dollar shortage throughout the sterling area, nevertheless progressive manufacturers who take a long-range view of export possibilities are continually reviewing the prospects. It is for this reason that the following broad suggestions are set forth as a guide to manufacturers in export planning:

- (a) Set your export prices on the best basis possible, preferably c.i.f. port of entry, and then ascertain if they are competitive.
- (b) Learn from which countries supplies for a given market are obtained.
- (c) Compare the quality of your products with those of competitors, together with the terms they are quoting.
- (d) Investigate the availability of foreign exchange in a prospective market, and inquire whether import permits or licences have to be obtained by prospective customers.
- (e) Ascertain whether similar playthings are being manufactured in the country to which you propose selling your product.
- (f) Consider the appointment of an agent in markets that seem to offer opportunities.

Copies of a leaflet entitled "Assistance Available from Canadian Trade Commissioners" are available from the Department of Trade and Commerce, and indicate the various services offered by Canada's official representatives abroad.

Seasonal Promotion Developed

The Canadian toy industry has been initiating new approaches to the science of merchandising playthings. During the past decade manufacturers in this field have been profiting by the mistakes of the past and the realistic lessons they have learned from those actually engaged in selling toys across the counter. Toy makers, too, have not been slow to heed the advice of educationalists, parents and children. The result is that several changes in selling technique have projected themselves into the merchandising picture. Manufacturers have sought in recent years to emphasize the fact that the toy business is no longer merely a Christmas-time affair. There was a time when about 75 per cent of the annual volume of toy sales took place during the seven weeks prior to Christmas. It is now estimated that the Christmas selling season accounts for little more than 50 to 60 per cent of the year's entire retail turnover. This trend to year-round selling has been gaining momentum through the efforts of the industry to create seasonal merchandising promotions, such as St. Valentine's Day, Easter, the summer vacation period, back-to-school day in September and Hallowe'en. The trade also underscores the fact that every day is some child's birthday. As a result, sales have materially increased all along the line and are more evenly spaced throughout the calendar year.

A major contribution to the notable growth of the Canadian toy industry in recent years has been made by the increasing number of independent retailers. These newcomers have sensed the opportunities presented by the fast-growing juvenile market and have opened up stores in various parts of the country specializing in toys, juvenile furniture and, in many cases, infants' and children's clothing. The progressive toy wholesalers throughout Canada are playing a vital part in this development. The advice of the wholesalers' experienced salesmen is highly valuable in launching a new toy retailer on the road to successful all-year toy selling.

Requirements of Various Age Groups Analysed

The industry has been analysing the potential for toy selling in the different age groups of Canada's population, basing its study to some extent on the premise that about 90 per cent of toy buying at Christmas is done by adults and almost 100 per cent of the playthings are received by children. Together and independently toy makers are engaged in continuous research to determine the likes of old and young. They must hit it right with both age groups. Their findings have demonstrated that toys with attraction for adult givers but scant play appeal for children rarely exist more than a season. Likewise, toys that appeal to the child but not to the adult usually clutter the toy counters after Boxing Day. It is, therefore, interesting to note the study that the industry has given to the following age group tables which indicate that the estimated customer

potential in the last ten years has increased by 1,371,400 or 17.7 per cent (Table II), and which also give the estimated population in the 0-16 age bracket, by years and sex, for Canada in 1950 (Table I). In Table II, it has been assumed that "customers" start at about age 15. Table I portrays Canada's "young" market.

TABLE I

1950

Estimated population 0-16 years of age by single years and sex for Canada (10 provinces).

Age	Total	Male (thousands)	Female
0- 4	1,590.0	812.0	778.0
5	283.4	144.6	138.8
6	273.1	139.3	133.8
7	263.4	134.2	129.2
8	254.4	129.6	124.8
9	246.3	125.4	120.9
10	238.8	121.5	117.3
11	232.0	118.0	114.0
12	226.8	115.2	111.6
13	223.7	113.5	110.2
14	222.2	112.7	109.5
15	221.2	112.1	109.1
16	220.5	111.6	108.9
	<hr/>	<hr/>	<hr/>
	4,495.8	2,289.7	2,206.1

TABLE II

1940

Population by Age Groups (9 provinces)

Age	Male	Female (thousands)	Total
15-19	569.5	559.8	1,129.3
20-24	506.2	502.3	1,008.5
25-29	483.3	474.9	958.2
30-34	425.9	401.7	827.6
35-39	387.1	353.5	740.6
40-44	346.1	325.5	671.6
45-49	333.3	300.9	634.2
50-54	314.9	270.9	585.8
55-59	271.3	227.3	498.6
60-64	210.4	181.4	391.8
65-69	155.5	139.2	294.7
	<hr/>	<hr/>	<hr/>
	4,003.5	3,737.4	7,740.9

1950

Population by Age Groups (10 provinces)

Age	Male	Female (thousands)	Total
15-19	560.2	548.1	1,108.3
20-24	572.2	567.6	1,139.8
25-29	558.8	558.4	1,117.2
30-34	524.9	522.9	1,047.8
35-39	477.2	468.7	945.9
40-44	429.3	410.3	839.6
45-49	379.8	359.6	739.4
50-54	340.3	320.3	660.6
55-59	308.3	284.3	592.6
60-64	268.8	243.4	512.2
65-69	214.7	194.2	408.9
	<hr/>	<hr/>	<hr/>
	4,634.5	4,477.8	9,112.3

Keeping these statistics in mind, toy makers have been devoting serious thought to the type of citizens Canada will have in, say, 20 or 30 years, and are working more closely with educationalists to design toys that are durable and functional for each stage in a child's development. Manufacturers have become "customer-age" conscious and have assumed the responsibility of guiding the retail trade in establishing toy departments that are more effectively laid-out than those in past years. It was by no means an uncommon experience in the past for a customer to go into a store and ask, "Where are the toys for the six-year olds?", only to find a confused and embarrassed clerk indicating the entire department and saying, "Well, you'll find them here, there and all over". Now the modern merchandising concept is to group the toys according to age to facilitate purchasing. Charts have been prepared to guide both toy manufacturer and retailer in this respect.

C.P.M.I. Assists Industry

Playthings manufacturers in Canada grouped together for their common good in 1933 and inaugurated the Canadian Playthings Manufacturers Association. In 1942 this name was changed to Canadian Playthings Manufacturers Incorporated, and is now commonly known as C.P.M.I. As the name implies, it is for manufacturers only and does not include wholesalers or retailers. Probably no other trade association is so completely representative of its industry because membership is essential in order to exhibit merchandise at the annual Toy Fair. In the early stages of development, the primary purpose of the organization was to help manufacturers to know each other better and to talk over pressing problems with a view to improving the toy industry generally. There were only seven manufacturers on the initial roll of members but in the intervening years, keeping pace with the tremendous expansion of the industry, the membership has grown to 121. Such development has obviously brought with it the need for a highly-trained management and secretarial staff to cope with the ever increasing work of the association. C.P.M.I. offices are located at 217 Bay Street, Toronto 1, and are under the direction of W. J. Cannon, Secretary-Treasurer. The C.P.M.I. is responsible to its members for, among other things, the promotion and supervision of the annual Canadian Toy Fair; the dissemination of pertinent information of interest to manufacturers at large; presenting the government with an outline of problems confronting the industry. For example, the association provided various government departments last year with several briefs that revealed the importance of the industry in the national economy. These submissions covered such subjects as "The Enforcement of Dump Duty Provisions on Toy Imports" and "The Proper Marking of Imported Toys with the Country of Origin".

Canadian Trade Commissioner in Trinidad Will Visit Territory

D. H. Cheney, Assistant Canadian Government Trade Commissioner in Port-of-Spain, Trinidad, will visit Dominica, Antigua, Saint Kitts and Nevis from March 20 to April 2. Canadian businessmen interested in these markets are invited to write Mr. Cheney at Port-of-Spain before March 20.

Hoof and Mouth Disease in Canada

On February 25 the Canadian Department of Agriculture announced that the cattle disease, recently reported from Regina under the name "vesicular stomatitis", has been officially diagnosed as hoof and mouth disease. Measures which must be taken to stamp out the disease may well interfere with normal commercial movement of livestock and meat. Special measures may have to be adopted to prevent the accumulation of surplus products in some areas of Canada while shortages may prevail in others. There may also be problems in connection with prices of livestock, costs of transportation and other related matters which will have to be kept under constant review.

The United States Department of Agriculture has been fully informed of developments to date and will be kept informed as time goes on. Transport companies, packing houses, livestock marketing organizations and others whose normal activity may be affected will be kept advised as to what must be done. Special efforts will be made to inform farmers and others affected as to exactly what procedures are being adopted, why they are necessary and what should be done to facilitate prompt extermination of the disease.

Canadian exports to the United States are affected. United States law requires proclamation of a complete prohibition of specified imports from an infected country as soon as the presence of the disease is known. The prohibition prevents entry into the United States of all ruminants and swine as well as of beef, veal, mutton, lamb and pork in any form except in hermetically sealed containers. Other products may be affected. The prohibition continues automatically, by law, until such time as the United States Secretary of Agriculture is satisfied that the disease has been eradicated in the country concerned.

Canadian statistics of exports, during 1951, of principal commodities affected, with amounts to the United States in parentheses, are as follows:

Pure bred cattle, \$8,037,788 (\$7,675,921); Pure bred sheep, \$237,028 (\$236,713); Pure bred swine, \$63,863 (\$56,899); Dairy cattle, 200 to 700 lbs., \$66,593 (all to U.S.); Dairy cattle, over 700 lbs., \$10,646,438 (\$10,604,688); Cattle n.o.p., less than 200 lbs., \$568,408 (\$556,131); Cattle n.o.p., 200 lbs. to 700 lbs., \$7,175,741 (\$7,126,975); Cattle n.o.p., over 700 lbs., \$36,570,076 (\$36,518,972); Sheep n.o.p. \$841,378 (\$835,619); Swine n.o.p., \$90,424 (\$74,910); Fresh beef and veal, \$50,965,329 (\$49,769,710); Fresh lamb and mutton, \$1,697,897 (\$1,659,845); Fresh pork, \$4,189,657 (\$3,982,804); Bacon and ham, \$3,649,744 (\$2,567,150); Edible beef, pork and mutton offals, \$1,963,576 (\$1,847,275).

The area affected around Regina is small and the number of animals infected or under suspicion is not extensive. There is no likelihood of the meat supply of Canada being jeopardized by the outbreak. Nor is there likelihood that human beings may contract the infection. During the period when there was doubt as to the exact nature of the disease complete quarantine was established, which prevented the outward movement of livestock from stockyards in Saskatchewan and Manitoba which might have received animals that had been near infected beasts or

premises. In some cases this prohibition included the shipment of meat. All known outward movements of livestock, prior to issuance of the quarantine orders, were examined for symptoms of the disease. Nothing has so far been reported to arouse suspicion that the disease has been carried to points outside the Regina area. Precautionary measures will be continued and extended in every way that may be helpful to reduce chances of the disease spreading and to detect it quickly if it should spread.

Vigorous and immediate action is being taken to stamp out the disease. All animals known to have had the disease or to have been in any way in contact with possible infection have been or will be destroyed. The carcasses will be disposed of in ways calculated to eliminate the disease organism completely. All premises known or suspected to have been contaminated will be cleaned, disinfected, quarantined and kept under close observation for sufficient time to make sure that no living virus of the disease survives. All necessary action to exterminate the disease will be taken at the expense of the Government with reasonable compensation paid to owners.

Canadian Biscuit Industry in 1950

Gross selling value of products manufactured by the biscuit industry of Canada in 1950 was \$64.9 million, as compared with the preceding year's value of \$59.6 million. There were 47 establishments in operation during the year giving employment to 6,315 persons who received \$10.9 million in salaries and wages against 52 plants with 6,706 employees earning \$10.6 million in 1949. Cost of materials used was \$30.3 million against \$28.6 million. (D.B.S. statistics).

Canadian Sales of Radio Sets Lower, Television Higher

Sales of television receiving sets advanced in October and the first 10 months of the year over the corresponding periods of 1950, while there was a decline in the sales of radios both in the month and 10-month period, according to figures issued by the Dominion Bureau of Statistics.

Producers' domestic sales of television receivers in October totalled 4,948 units with a value at list prices of \$2.5 million as compared with 4,293 units at \$1.8 million in October, 1950, bringing the 10-month total to 28,979 units with a value of \$15.6 million against 19,183 at \$7.9 million in 1950. There was a pronounced decline in the sales of radios in October. total for the month falling to 39,627 units valued at \$3.9 million from 81,000 at \$7 million. In the January-October period, the number sold dropped to 449,509 from 583,093 a year earlier, and the value to \$40.1 million from \$44.5 million.

Canadian Exports to United States Rose

Domestic exports to the United States rose about 14 per cent in the full year 1951 to \$2.3 billion from \$2 billion in the preceding year. Gains were general among the main commodity groups. With marked increases in the last five months of the year, domestic exports to the United Kingdom rose in value in the 12 months to \$631.5 million from \$469.9 million in 1950, or by 34 per cent. (D.B.S. statistics).

Financial Position is Major Economic Problem of Japan

By W. D. Wallace, Acting Commercial Representative for Canada.

TOKYO.—The past year was a very important one for Japan in that it saw the signing of the Japanese Peace Treaty at San Francisco and the United States-Japan Security Treaty, and the ratification of these treaties by the Japanese Government. Japan enters 1952 about ready to be restored to full membership in the family of nations. This country was fortunate in being free of the tensions which gripped the world in the past year, and had no immediate threats to her internal security. The world-wide rearmament program and the material needs of the Korean conflict gave a tremendous boost to Japan's economy which profited from the so-called "war boom".

During 1951 nearly all segments of Japan's industrial economy made significant advances over 1950. Industrial activity and production, foreign trade and shipping recorded substantial increases over the previous year. In the early part of the year Japan had high prices which were a direct result of the procurement requirements for the United Nations forces in Korea and a general increase in export trade. This was followed by a recession in business conditions, and the recovery which was expected in the final months of the year failed to materialize, due to a lull in world export markets and a severe electric power shortage in Japan. Consequently, by the end of the year the economy of the country was showing serious signs of financial distress. The money situation became most serious because of overloans by the banks which at the end of the year found themselves squeezed between the high demands for loans and the retraction of credits. As a result, many firms were unable to meet their obligations and were forced to liquidate. It is anticipated that the tax collection season of February-March will find many more companies forced to cease operations.

Economic Assistance

It is estimated that the United States gave Japan economic assistance in foodstuffs and materials to the value of \$230,000,000 in 1951, which is slightly below the value received in 1950. In addition, Japan received substantial dollar income from the Occupation. The largest dollar income, however, was from procurement orders placed in Japan for the United Nations forces in Korea. It is reported that up to the end of December special procurement contracts amounted to \$541,563,000, of which \$379,-231,000 were for goods and \$162,332,000 were for services. This economic assistance was an important factor in keeping Japan's dollar holdings at a fairly high level during 1951.

The outstanding event of 1951 in the foreign exchange position in Japan was the transfer of the power of attorney from S.C.A.P. to the Foreign Exchange Control Board to handle all foreign currency funds. Another important development was the signing of the sterling payments

agreement between Great Britain and Japan. There was no dollar conversion clause in the agreement, and since September Japan has been building up a substantial sterling balance which has given the authorities many worries.

The Ministry of Finance reports that at the end of 1951 Japan's holdings of foreign exchange were close to \$875,000,000 as compared with \$555,000,000 at the close of 1950. The exchange holdings included \$583,000,000 in United States dollars, \$190,000,000 (£ 68,000,000) in sterling and \$114,000,000 in United States dollars, payable by open account nations. The United States dollar holdings were \$120,000,000 above 1950 and were attributed entirely to the procurement demands for Korea. It is anticipated that in 1952 there will be a shortage of \$100,000,000 in the dollar funds, which will result from a decline in procurement orders coupled with rising prices for imported products and payments of dollars for foreign obligations and compensation for allied property damage.

Banks Hard Pressed for Funds

During the latter half of 1951 Japan faced a serious economic crisis arising from an over-extension of loans by the banking institutions. The large city banks gave loans exceeding their total deposit holdings. The overloans were a direct outcome of rapidly expanded financing to commercial firms to meet economic rehabilitation at a time when savings were low. The situation further deteriorated after September as a result of a commodity price slump during the summer when merchants could not dispose of their stocks and banks could not recover their loans. By the end of the year banks were trying to hasten the collection of their loans and were retrenching on further extension of credits. At the same time the Bank of Japan was retracting credits. As a result, this year the banks are caught in a tight squeeze between high demands for loans and the retraction of credits which have made them hard pressed for funds. A year ago the money situation was not easy, but it was not so bad that the banks were finding it difficult to obtain funds.

The Japan Export Bank, which commenced business in February, 1951, has advanced loans amounting to 7,256 million yen,* of which 2,949 million yen were to firms in the shipping industry, 2,196 million yen to the electric machinery industry and 2,125 million yen to the textile machinery industry. The Japan Development Bank opened in May, 1951 and by the end of the year had granted 12,944 million yen in loans. Private electric power generating companies received 7,047 million yen, the iron and steel industry 6,670 million yen, the coal mining industry 6,207 million yen, and the chemical industry 5,878 million yen.

On December 31, 1951, the note issue amounted to 506,386 million yen as compared with 432,540 million yen on November 30 and 422,063 million yen at the close of 1950. Circulation reached a record high of 544,175 million yen on December 29 (the 1950 peak was 452,885 million yen on December 30), but it is expected to decline to about 450,000 million yen by the end of the fiscal year, March 31, 1952.

*360 yen equal U.S.\$1.00.

Consumer prices showed a steady rise throughout the year, and at the end of November the average consumer price index (1948=100) was 154.6, as compared with 138.4 for January, 1951. The following table prepared by the Statistical Bureau, Prime Minister's Office Survey, gives the consumer price indices for the months of January, June and November, 1951 (1948=100):

	January	June	November
Foodstuffs	126.1	136.0	139.1
Clothing	137.8	139.0	135.8
Light and fuel	158.0	146.6	171.4
Miscellaneous	170.6	188.9	212.3
Total average	138.4	148.4	156.0

While increases in the prices of foodstuffs were moderate, there was an exceptionally large gain recorded in the costs of light and fuel which resulted from substantially large increases permitted in the rates for electricity, gas, and coal. As clothing supplies become more plentiful prices decline. Wholesale prices for nearly all commodities, with the exception of textiles, metals, and consumer goods, registered increases during the year.

With the anticipated ratification of the Japanese Peace Treaty and the United States-Japan Security Treaty, the Government of Japan is faced with the problem of providing funds to meet the expenditures required in carrying out the terms of the agreements. The government is following a policy of keeping expenses for domestic administration at an absolute minimum and at the same time providing sufficient funds to meet its new obligations. On this basis the Ministry of Finance has proposed a budget of 852.7 billion yen (\$2,368 million) which has been approved by SCAP, for submission to the present session of the Diet. The budget includes 202 billion yen (\$560 million) for security purposes, which is made up of 65 billion yen (\$180 million) for Japan's share of joint defence costs, 56 billion yen (\$155 million) for other security costs, 54 billion yen (\$150 million) for National Police Reserve, 7 billion yen (\$19 million) for the Maritime Safety Board, and 20 billion yen (\$55 million) for reparations, foreign debt retirement, and indemnification for Allied property losses in Japan during the war. In addition, the Japanese Government has earmarked 23 billion yen as relief funds for families of war dead and wounded veterans, and one billion yen as indemnities for real estate sequestered for Occupation use. The balance, 627.7 billion yen, will be for domestic administration.

Outlook for 1952

After six years of Occupation, Japan's economic position is still basically unsound. Japan has been able to hold her present position because of the large amounts of goods, food, services and raw materials that she has received without payment and the benefits of the procurement program for the United Nations Forces in Korea. Japan will not be able to depend on further large amounts of free economic aid in 1952 and the benefits from the procurement program could end at almost any time. In 1952, Japan, after ratification of the peace treaty, will have to meet international commitments that were postponed during the years of Occupation. The economy of the country will again depend on world economic conditions, but particularly those of the Far East countries. Unless there is increased business activity during the coming year the money shortage will continue to be one of the country's major economic problems.

International Association Seeks Solution to Port Congestion

By H. A. Hadskis, Transportation and Communications Division,
Department of Trade and Commerce.

Congestion in many ports throughout the world has been a serious problem since the end of World War II. Port congestion is not new by any means, but during the past six years it has occurred much more frequently. Port clearance has not kept pace with new ship construction. During the past few years shipping companies have put into service many new vessels of modern design, capable of much greater speeds, and thus have shortened the transit period of ocean transport. On the other hand, stevedoring and cargo-handling facilities, also labour output, have lagged behind. Consequently the advances made in modern vessel construction are often nullified by the ships' inability to obtain a fast turnaround. One aspect of port congestion is that the result of lengthy stays within ports aggravates the current shortage of shipping in many areas. Where it may have been possible to provide a service on a trade route with three vessels when stays within ports were normal, once port delays must be reckoned with, four vessels are often required or the service itself must be scaled down. An example, admittedly an exceptional case, that proves how port delays detract from a ship's usefulness is a voyage from the United Kingdom to Australasia and return which took 246 days but of which ocean passage accounted for only 72 days.

International Association Seeks Solution to Congestion

During the past few years port authorities and other agencies faced with a congested port have taken measures to rectify the situation. Some of these remedies have been increased penalties for goods remaining in customs warehouses for longer than a stipulated period, staggering of vessel arrivals in co-operation with shipping companies, and limitation of import cargo by import permit regulation or through allocation of a fixed quantity of cargo to shipping companies. All of these measures have achieved some degree of success. However, port congestion is an international problem and the trend of opinion throughout the shipping industry is that a successful solution will have to be found at an international rather than national level.

The first major step in this direction has now been made with the forming of the International Cargo Handling Co-ordination Association. Two executive meetings have been held, the first in London and the second in Paris. The aim of the organization is concisely phrased, "To secure a quicker and more effective turnaround of ships in port." Membership in the organization already totals over one hundred and includes members from France, the United Kingdom, Holland, Belgium, Denmark, Sweden, Norway, United States, Western Germany and Spain. Shipowners comprise the larger proportion of the present membership but most of the other services associated with transportation trade movements, including

railroads and canals, crane manufacturers, shipbuilders, underwriters, port authorities and manufacturers of shore handling equipment are represented.

All aspects of shipping relating to the congestion problem are to be dealt with by the association. These would include terminal facilities, design of ships, standardization of packing methods, coordination of mechanical handling equipment, tests on scale models, labour, matters subject to control of port or customs authorities, bulk handling and loading and discharging of ships offshore. Surveys are to be made of facilities for handling various kinds of cargo and the results of these are to be made available to all members. A reference library has been set up and will be of considerable assistance to all members in the solving of future port problems. The library is presently in its initial stages and, in the meantime, enquiries received on methods for handling certain commodities are referred to sources where expert advice can be obtained.

Canadian Ports Have Been Free of Congestion

Canadian ports have been fortunate in remaining free from port congestion difficulties. Internal transportation services have proven adequate to handle the greater flow of materials, and port facilities and labour and management cooperation have been equal to the task of keeping cargo moving with only a few minor interruptions. However, the effect of congestion in foreign ports has a decided impact on Canadian international trade, since Canadian imports and exports to and from areas affected by such congestion are confronted with the consequences of slow turnaround of shipping.

Areas where port tie-ups have created a grave situation are Australasia, the United Kingdom, North and South America, West and East Africa and a number of ports in the Far East. Factors contributing to congestion are not constant in each port, but taken as a whole include, more ships, a greater concentration of vessels in fewer ports, railroad link-up and warehouse bottlenecks, variable customs' and pilots' working hours, passenger ship priority, labour troubles, development of the port lagging behind the development of the hinterland served by the port and lack of coordination between modern day methods of packaging and prewar cargo-handling equipment.

Increased shipping costs usually go hand in hand with port congestion. These normally take the form of surcharges to ocean freight rates and remain in effect during the period of congestion. Such surcharges are always viewed with concern by exporters and importers because, added to the impetus given to ocean freight rates by other influences such as the current stockpiling programs and rearmament of the western powers and other aspects of the Korean conflict, they greatly increase the cost of goods to the consumer. It is apparent that port congestion, which always leads to increased costs of transportation, is a contributing factor to the inflation of prices in the area served by the congested port. An increase in freight rates is the only choice open to the shipowner since additional revenue is required to meet the higher cost of ship operation. A vessel's expenses continue as she lies, for weeks on some occasions, waiting for a berth to discharge. When it is realized that the average 10,000 ton cargo vessel accounts for some \$1,800 a day, the loss involved because of the ship's inactivity soon reaches an impressive figure.

Anglo-Norwegian Fisheries Dispute Decided in Favour of Norway

By W. G. Pybus, Assistant Commercial Secretary for Canada.

THE HAGUE.—Fishing countries throughout the world have been following with great interest the fisheries dispute between Great Britain and Norway, which has recently been considered by the International Court of Justice in The Hague. The Court's decision, which was given in favour of Norway, may lead some nations to a redefinition of their territorial waters. Long standing differences of opinion between Great Britain and Norway regarding the Norwegian definition of territorial waters were brought to a head in September, 1949, when Britain submitted the case to the International Court. Since the war, a total of about eleven British fishing vessels have been arrested and fined by Norway on the grounds that they were working in Norwegian territorial waters. In order to clarify the rights of her fishermen, Great Britain requested the Court to define, for the first time, the legal position under international law of territorial waters, buoys and fishing rights.

The principal point of dispute between the two countries was the method of determining a base-line along the shore from which the limits of territorial waters are to be measured. Britain claimed that the base-line from which the territorial limit is marked should be the line of low-water mark along the entire coast, subject to a few special provisions regarding buoys, islands and historic waters. Norway insisted that the base-line should be established by connecting some forty-seven points, up to 70 miles apart, on extremities of land along the coast, including coastal islands. Norway defined this method of delimiting her territorial waters in a decree dated July 12, 1935. Although Great Britain accepted Norway's claim for a four-mile limit from the base-line instead of the customary three, she refused to recognize Norway's method of establishing the base-line itself.

Background to Judgment of the International Court

In its judgment, delivered December 18, the International Court of Justice found that neither the method employed for the delimitation of territorial waters by the Norwegian decree of 1935, nor the lines themselves fixed by the decree are contrary to international law. The judgment reviews the situation which gave rise to the dispute and the facts which preceded the filing of the British application.

The coastal zone concerned in the dispute is extremely irregular. Its length along a direct line exceeds 900 miles. The entire coastal area is mountainous with the sea jutting inland in fjords and bays. Countless islands, islets and reefs, certain of which form a continuous archipelago known as the rock rampart, make it almost impossible to define a clear dividing line between lands and sea. The land configuration stretches out into the sea and the actual Norwegian coastline is the outer line of the land formation viewed as a whole. The shallow banks along the coastal zone are very rich in fish. These fish have been exploited for centuries by the inhabitants of the mainland and of the islands and provide their principal means of livelihood.

Prior to the beginning of the 17th century British fishermen had fished in the waters along the Norwegian coast. As a result of complaints from the King of Norway, British fishing vessels avoided Norwegian waters and did not reappear until 1906. The local population were concerned about the possibility of modern foreign vessels depleting Norway's fishing areas. The Norwegian Government was also perturbed and took measures to specify the limits within which foreigners would not be permitted to fish. Following numerous incidents, which became more frequent, the Norwegian government delimited the Norwegian fisheries zone by a decree dated July 12, 1935. Negotiations between Britain and Norway, which had begun prior to the decree, were continued unsuccessfully. In 1948 and 1949 Norway arrested and fined numerous British trawlers. This action led to the institution by the United Kingdom of proceedings before the International Court.

The Judgment of the International Court

The judgment first specifies the subject of the dispute. The breadth of the belt of Norwegian territorial sea is not an issue—the four-mile limit claimed by Norway had been acknowledged by the United Kingdom. But the question is whether the lines laid down by the 1935 decree for the purpose of delimiting the Norwegian fisheries zone have or have not been drawn in accordance with international law. (These lines, called "base-lines", are those from which the belt of the territorial sea is reckoned). The United Kingdom denies that they have been drawn in accordance with international law, and it relies on principles which it regards as applicable to the present case. For its part, Norway, while not denying that rules do exist, contends that those put forward by the United Kingdom are not applicable; and it further relies on its own system of delimitation which it asserts to be in every respect in conformity with international law. The judgment first examines the applicability of the principles put forward by the United Kingdom, then the Norwegian system, and finally the conformity of that system with international law.

The first principle put forward by the United Kingdom is that the base-line must be low-water mark. This indeed is the criterion generally adopted in the practice of states. The parties agree as to this criterion, but they differ as to its application. The geographic realities described above, which inevitably lead to the conclusion that the relevant line is not that of the mainland, but rather that of the "skjaergaard", also lead to the rejection of the requirement that the base-line should always follow low-water mark. Drawn between appropriate points on this low-water mark, departing from the physical coastline to a reasonable extent, the base-line can only be determined by means of a geometric construction. Straight lines will be drawn across well-defined bays, minor curvatures of the coastline and sea areas separating islands, islets and reefs, thus giving a simpler form to the belt of territorial waters. The drawing of such lines does not constitute an exception to a rule. It is Norway's rugged coast, viewed as a whole that calls for the method of straight base-lines.

The United Kingdom contends that there must be a maximum length for straight lines, except in the case of the closing line of internal waters which are recognized as Norwegian territory. Although some countries have adopted the ten-mile rule for the closing lines of bays, others recog-

nize different lengths. Consequently the ten-mile rule has not acquired the authority of a general rule of international law, either in respect of bays or the waters separating the islands of an archipelago. In addition, the ten-mile rule does not apply to Norway, since she has always opposed its application to the Norwegian coast.

Confining itself to the Conclusions of the United Kingdom the Court finds that Norway's delimitation of 1935 does not violate international law. However, the definition of territorial waters always involves the interests of other states and consequently cannot be determined by the coastal state alone. In considering the international interests involved in defining territorial waters certain guiding principles may be established. Since the territorial sea is closely dependent upon the land area over which a coastal country has jurisdiction, the base-line must not depart to any appreciable extent from the general direction of the coast. Certain waters are closely linked to land formations, which divide or surround them. This principle applies particularly to Norway, owing to the peculiar configuration of its coastline. A further important factor to be considered in limiting coastal waters is the necessity of having regard for economic interests peculiar to a coastal region when their reality and importance are clearly evidenced by long usage.

Norway puts forward the 1935 decree as the application of a traditional system of delimitation in accordance with international law. In its view, international law takes into account the diversity of facts and concedes that the delimitation must be adapted to the special conditions obtaining in different regions. The Judgment notes that a Norwegian decree of 1812, as well as a number of subsequent decrees, reports and diplomatic exchanges, show that the method of straight lines, imposed by geography, has been established in the Norwegian system and consolidated by a constant and sufficiently-long practice. The application of this system encountered no opposition from other states. Even the United Kingdom did not contest it for many years. It was only in 1933 that the United Kingdom made a formal and definite protest. And yet, traditionally concerned with maritime questions, it could not have been ignorant of Norwegian practice, which was so well known. The general recognition by the international community of the Norwegian system indicates that it is not contrary to international law.

The actual lines drawn by Norway, in accordance with its decree of 1935, were found by the Court to be in conformity with international law. Great Britain had contended that the lines did not follow the general direction of the coast and had not been drawn in a reasonable manner. The Judgment of the Court upholds the lines drawn by Norway, after a thorough examination of the United Kingdom's criticisms.

First Pakistan Trade Commissioner to Canada Arrives

Pakistan's first Trade Commissioner to Canada arrived in Ottawa recently to join the staff of the Pakistan High Commissioner. He is Mr. Fayaz Alum, a graduate of Cambridge University. Mr. Fayaz Alum had previously served with the Ministry of Commerce of the Government of Pakistan. His office is located at 499 Wilbrod Street, Ottawa.

Northern Ireland's Linen Exports And Production Increased in 1951

By H. L. E. Priestman, Canadian Government Trade Commissioner.

BELFAST.—Output of the linen industry in 1951 increased substantially, particularly during the early months of the year. The value of linen exports from the United Kingdom, the bulk of which are manufactured in Northern Ireland, will approach £25 million for the year, as compared with £19 million in 1950. Approximately 43,000,000 square yards of linen piece goods were shipped during the first ten months of the year, compared with 40,500,000 square yards in the corresponding period of 1950. Increased shipments are also recorded in other linen goods such as damask table linens, towels, handkerchiefs and finished thread. Expansion is due largely to increased trade with the United States. Import licensing restrictions in South American countries have, however, continued to cause difficulty for shippers to these important markets. Many problems have been created for the industry by the steep rise which has taken place in the price of flax. The average price of supplies imported during the past few months was about 35 per cent higher than for the corresponding period last year.

While actual production and exports have continued at a high level, trade reports indicate that fewer orders are being received at present than at any similar period in recent years, and unemployment and short time in the clothing industries have tended to increase here as in other areas of the United Kingdom. At mid-December, 1951, the figure for unemployment was given as 6.9 per cent of the total insured population of 470,000.

North and South America Are Important Markets

Trade returns for 1950, the latest available, showed that Northern Ireland's total trade amounted to £402 million, an increase of £50 million over the previous year. Imports valued at £219 million, exceeded exports at £183 million, by £36 million, the largest adverse trade balance yet recorded. The total of exports increased by almost £20 million over the previous year, and a substantial share of this movement was to overseas countries, particularly the dollar markets in North and South America. The importance of exporting to these markets continues to be stressed, and plans were formed during 1951 for the setting-up of an organization of businessmen on the lines of the Scottish Industrial Council, to further such trade, and also to bring to the attention of North American industrialists Northern Ireland's advantages as a manufacturing centre.

Prospects for the shipbuilding industry are good. Ten ships were launched during 1951, with an aggregate tonnage of over 100,000, and sufficient orders have been received to keep the yards busy throughout the coming year. Activity has increased greatly in the aircraft industry, and orders have been received from the Ministry of Supply on which a substantial number of additional workers will be engaged. The other main industries of Northern Ireland—general engineering, rope, cord and

BRAZIL

Wheat Flour Substitutes Must be Used in Bread—Wheat flour substitutes up to a maximum of 12 per cent must now be mixed in bread, according to Executive Decree No. 30350 signed recently. The Wheat Expansion Service will fix the exact per cent of the mixture and the types of substitutes to be employed. For biscuits, pastries, etc., the sale of pure wheat flour may be allowed, but only up to 15 per cent of the total wheat flour consumed. Brazil is being forced to import wheat from Canada and the United States because of the failure of the Argentine crop, and this regulation is an effort to conserve dollars by reducing the consumption of wheat flour.—Rio de Janeiro, January 25, 1952.

Phenomenal Growth in Volume of Parana Coffee Crops—The volume of the Parana coffee crops has grown phenomenally, from 176,900 bags in 1925-26 to 1,108,000 bags in 1939-40, and 4,099,600 bags in 1950-51.—São Paulo, January 31, 1952.

Paper Production—Brazil's paper output totalled 247,897 tons in 1950. The breakdown was as follows: writing paper, 33,413 tons; wrapping paper, 112,160 tons; printing paper, 87,142 tons; paper for other purposes (except printing), 15,182 tons. Of the 87,142 tons of printing paper, 37,858 tons printing; 1,513, ribbed paper; 1,245, chalk-surfaced paper. In 1950, there were 58 paper mills in the country, of which 28 were in the State of São Paulo.—São Paulo, January 31, 1952.

EGYPT

Third Estimate of 1951 Cotton Crop Below Expectations—The third estimate for the 1951 cotton crop is 7·454 million cantars of 99·05 lbs. each, as against a crop of 8·89 million cantars in 1950. This estimate is considerably below expectations, and has resulted from widespread cotton worm damage in Upper Egypt which affected medium staple cotton primarily. Long staple cotton is estimated at 2·722 million cantars, medium long staple at 1·225 million cantars, and medium staple at 3·507 million cantars.—Cairo, January 5, 1952.

MIDDLE EAST

Oil Resources Estimated at 48 Billion Barrels—Recently in Alexandria Mr. Brandon Groves, General Manager of Socony-Vacuum for the Middle East, gave the following figures on the oil resources and daily production of countries in the Middle East:

	Reserves (billion barrels)	Daily output (barrels)
Kuwait	15·00	386,000
Iran	13·00	684,000*
Saudi Arabia	10·00	611,000
Iraq	8·70	166,000
Qatar	1·00	46,000
Bahrain	0·30	30,000
Egypt	0·15	46,000
Total	48·15	1,969,000

* Before the crisis.

—Cairo, January 5, 1952.

NETHERLANDS

Coal Production Higher—The production of coal from the Netherlands mines exceeded the twelve million ton target set for 1951 by 420,000 tons. Production of the Limburg mines in 1950 was 12,247,365 tons.—The Hague, January 30, 1952.

Poland and Russia Buy Dutch Herring.—The Netherlands Herring Traders' Organization has concluded a contract with Poland to deliver 18,000 barrels of salted herring. Since all stocks are practically exhausted this will be the last large contract to be concluded by the Netherlands herring trade from the 1951 catch. Russia will get 20,000 barrels of salted herring under a contract concluded with the Netherlands Herring Traders' Organization. Negotiations on a second contract had to be broken off because of insufficient stocks. Deliveries on contracts previously made in Western Europe will continue.—The Hague, February 4, 1952.

Nylon-Type Thermoplastic Developed—Regular supplies of "Enkalon", a nylon-type thermoplastic, will shortly be received by the Netherlands textile and plastic industries. Enkalon was discovered after years of research by the Netherlands Rayon Industry in co-operation with the Netherlands State Mines. The new product, known as "Enkalon", and in its granular form for the plastic industry as "Akulon", is being made in a new factory at Emmen in the province of Drenthe from coal products supplied by the Limburg coal mines. The Emmen factory, already in operation, is expected to be working at full capacity on yarn production by the end of March.—The Hague, February 4, 1952.

Leather Goods Fair in Amsterdam—The third Netherlands Leather Goods Fair was opened in Amsterdam on January 29. Over 100 exhibitors took part, compared with 70 and 20, respectively, at the two previous fairs. Ten per cent of the stands were occupied by foreign exhibitors, mostly from West Germany. The chairman of the Leather Goods Industry Foundation stated that the Netherlands leather industry's exports in 1951 amounted to 4.5 million guilders, representing 15 per cent of the total turnover. Belgium, the United States, Canada, Scandinavia, Switzerland and Indonesia are the principal markets. The chairman further stated that plastic materials are used for 90 per cent of the total output of ladies' handbags, but that for brief cases and shopping bags 90 per cent leather was used. He predicted a gradual decrease in the prices of leather goods owing to the lower prices of raw materials during the past few months.—The Hague, January 29, 1952.

SCOTLAND

Steel Production Decrease—A decrease in the production of steel ingots for 1951 was announced yesterday by the Colvilles group, the largest steel producers in Scotland. The group attributed the decrease of about 225,000 tons—a drop of 12 per cent on 1950—to the shortage of steel scrap, which was felt mainly in the second half of the year when stocks became exhausted. The production rate for the second half of 1951 was substantially lower than that represented by the decrease of 12 per cent over the whole year.—London, January 28, 1952.

TURKEY

Government Match Monopoly Abolished—The Grand National Assembly has approved the bill abolishing the monopoly for the manufacture of matches which has been held by the Turkish State Monopolies. Although private interests are now free to manufacture matches, it is understood that the Monopolies will continue to utilize their factory.—Istanbul, January 30, 1952.

Cement Production Will be Increased—The addition of new ovens and machinery, now nearing completion in the cement factories at Zeytinburnu near Istanbul and Sivas, will add about 150,000 tons to the total cement production of the country. Present annual production is about 390,000 tons, half of the country's requirements. By 1953 planned production is expected to meet the total estimated needs.—Istanbul, January 22, 1952.

Coal Production Increased—Recent reports indicate that coal production in the Zonguldak basin amounted to 2,732,000 metric tons during 1951. The increase of 160,000 tons over 1950 production was, in large measure, due to the modernizing of the coal pits and the mechanization of transport and screening operations accomplished through the ECA program. During 1951, 50,000 tons of coal were exported to France.—Istanbul, January 19, 1952.

Oil Refinery Slated for Construction—According to a statement released by the Ministry of State Enterprises, studies in connection with the construction of a refinery at Batman have now been completed. The refinery envisaged, which will utilize oil from Raman in south eastern Turkey, will have a capacity of 5,000 barrels of crude oil per day from which gasoline, kerosene, diesel oil and asphalt will be produced. It is hoped that construction will commence in 1952 and be completed in two years' time.—Istanbul, January 12, 1952.

New Sugar Factory to be Constructed—A new company has been formed with a capital of TL10 millions for the construction of a sugar factory in Adapazari. When completed this factory will become the fifth sugar factory in Turkey. Negotiations are also in progress for the construction of additional plants in Amasya and Konya. Last year's harvest produced the largest crops of sugar beets yet recorded, and it now appears that approximately 186,000 tons of sugar will be refined, thereby assuring ample supplies until the next crop. It is expected that with the new factories in production, quantities of sugar will be available for export.—Istanbul, January 18, 1952.

VENEZUELA

First Pineapple Shipment to United States—A local firm recently despatched from Puerto Cabello to New York City, Venezuela's first export shipment of pineapples. Additional orders are anticipated from the present crop, estimated at four million, and production will be expanded as the demand warrants.—Caracas, January 12, 1952.

General Notes

AUSTRALIA

Deficit in Dollar Trade—Australia had a deficit of £6.7 million in trade with the dollar area for the five months ended November 30, 1951. The deficit with the sterling area was £148.5 million and a further deficit of £41.5 million was incurred with other countries, making a total trade deficit of £196.7 million for the five months. Exports to the dollar area increased slightly, from £34.6 million in the five months ended November, 1950, to £38.3 million in the five months ended November, 1951, but dollar imports jumped from £27.3 million to £45 million. Higher dollar imports followed a slackening of import restrictions after Australia's favourable commodity trade balance of £92.8 million with the dollar area in 1950-51 due to record wool prices.—Sydney, February 8, 1952.

Foreign Tenders Will Be Called for Hydro-Electric Scheme—In connection with the Snowy Mountains Hydro-Electric scheme it has been announced that the Commonwealth Government will call for tenders throughout the world later this year and early in 1953 for an 18-mile tunnel from the Adaminaby storage dam to the Tumut Pond reservoir, and the first powerhouse of 200,000 kilowatt peak load below Tumut Pond. Engineers estimate that the construction of the tunnel will provide 500,000 acre-feet of water for irrigation along the Murrumbidgee River which will be under the control of the New South Wales Government. This will more than double the quantity of water at present available for irrigation in the Murrumbidgee Valley. It is hoped that the first powerhouse below Tumut Pond will be generating by 1956. This station is to be one of seven between Tumut and Adaminaby which will generate a total of 1,180,000 kilowatts of peak-load power.—Sydney, February 8, 1952.

New Factories Under Construction—Manufacturing units worth £107 million are now under construction in New South Wales, comprising 401 new factories and 454 additions to existing factories. The most spectacular developments are in the basic industries of the South Coast area near Wollongong and Port Kembla. These will cost more than £81 million to complete and will take about ten years. Fifty million pounds of the South Coast development will be spent on installation at the Australian Iron and Steel Company's and Lysaghts Ltd.'s works at Port Kembla of the most modern sheet steel and tinplate mills. Heavy industries being developed outside the Wollongong-Port Kembla area will cost almost £5 million to finish; these projects include cement and clay undertakings on each of which about £2 million will be spent. The total amount now being spent in new and expanding heavy industries in New South Wales exceeds £86 million. Factories being built for light industries number 380, while 424 firms are making extensions, total cost being estimated to exceed £21 million. The largest single expenditure is at Tamago on the Hunter River, a few miles from Newcastle, where Courtaulds Ltd., the English rayon firm, is spending £5 million. The first section of this modern unit is almost completed.—Sydney, February 8, 1952.

BRAZIL

Foreign Investment Regulations Modified—Decree No. 30363 of January 3 lays down new measures for the return of foreign capital invested in Brazil, and for the remittance of revenues accruing therefrom. The decree qualifies foreign capital as that which is of foreign origin and is registered with the Bank of Brazil. Remittances of the 20 per cent instalments permitted under Decree No. 9025 of February 27, 1946, as well as transfers of profits, etc., up to 8 per cent, will be based on the amount of capital calculated in accordance with the new definition. The decree calls for a review of the foreign capital registered with the Bank of Brazil to: (1) assure the repatriation only of capital of foreign origin; (2) deduct from registered capital of foreign origin all remittances of profits, etc., already made exceeding 8 per cent; (3) declare extinct the right of repatriation in cases where the remittances already realized exceed the capital of actual foreign origin plus the 8 per cent relative to interest, profits and dividends.—Rio de Janeiro, January 25, 1952.

CHILE

Operations with Gold Pesos to be Directed by Central Bank—A decree has been prepared by the Minister of Finance giving to the Central Bank of Chile the exclusive rights to deal in Gold Pesos. It is announced that this measure is being taken to avoid speculation.—Santiago, February 6, 1952.

MIDDLE EAST

Agricultural Mechanization Becoming More Popular in Syria—The Ministry of Agriculture reports that mechanization is becoming more popular in Syria, especially on large land holdings. There were 650 tractors registered in 1950, and it is estimated that approximately 125 have been received since that time. The purchase of motor operated pumps has also increased, and to date 2,870 have been registered with the government.—Cairo, January 5, 1952.

New Railway Completed in Saudi Arabia—In spite of the pessimistic forecasts of many, the Ryadh-Dammam railway in Saudi Arabia has been completed. Four years ago the ground was first broken at Dammam, a deep water port on the Persian Gulf, and since then it has progressed slowly through the oil centres of Saudi Arabia through Hofuf and the country's best agricultural area, and through loose sands with high desert temperatures, to eventually reach Ryadh, the country's capital. Its completion is regarded as a major accomplishment in Saudi Arabia.—Cairo, January 5, 1952.

Iraq's New Oil Agreement—The oil companies operating in Iraq—the Iraq Petroleum Company, the Basra Petroleum Company and the Mosul Petroleum Company have reached a new agreement with the Iraqi Government which will become operative as soon as the approval of the Iraqi Parliament is obtained. According to the new agreement, Iraq will receive for her oil 50 per cent of the companies' profits before the deduction of foreign tax. Iraq will be free to market 12 per cent of the oil production for herself, either to third parties or to the companies. She will also do her own refining for local consumption, and is now negotiating a contract

believed to be for an £8 million plant with an American firm. On the basis of present costs and prices, Iraq will receive an over-all rate per ton of 35/6d. in 1951, rising to 39/6d. in 1953 and after. Up to now the rate has been about 18/6d. per ton, and that recently granted by ARAMCO to Ibn Saud works out at about 30/-d. This is possible because Kirkuk is much nearer to the terminal with its pipeline than is Dahrán. It is probable that by 1955 Iraq will be receiving a royalty revenue of as much as £59 million a year. The country has been spending in recent years only £24 million. In addition to the increased rate of royalties, Iraqi directors are to be appointed to the oil companies' boards, and the training of Iraqi technicians is to be expanded.—Cairo, January 5, 1952.

New Capital City Proposed for Ethiopia—It is reported that a Birmingham firm of architects are to plan a new capital city for Ethiopia to be built on what was once unproductive swamp land. The creation of the new city to replace Addis Ababa may take up to 25 years. It has been found impossible to re-plan Addis Ababa itself, due to its mountainous site cut up by ravines and gullies. The proposed site for the new capital is on the shores of Lake Tana, the source of the Blue Nile. The new city is expected to house approximately 100,000 people, and provisional plans have been drawn up for government offices, residential areas, shopping centres, lake-side quays for shipping, road and rail communications, an airfield, schools, hospitals, places of worship and many other features of a modern British town. It is also possible that there will be a new palace for the Emperor, Haile Selassie.—Cairo, January 5, 1952.

SOUTH AFRICA

Ports Acutely Overcrowded—The continuing congestion in the ports of South West, Southern and Eastern Africa has given grave cause for concern to buyers, shipping interests and port operators. Attempted solutions to this problem have included, (a) by-passing of ports through the utilization of rail services from alternative harbours, (b) pro-rating of terminal storage space to ensure that vessels bring tonnages within the handling capacity of the ports, and (c) imposition of penalty storage rates for slow clearances by consignees. Beira, in Portuguese East Africa, has dock facilities for five vessels and a backlog of twenty-three vessels in the roads, representing three to four weeks' delay despite pro-rating of tonnages. The port of Mombasa, Kenya, has sponsored the drastic proposal that all cargo discharged at that port, which is not cleared by the consignees within thirty days, will be sold by public auction. In publicizing this decision it was emphasized that the practice of imposing penalty rates, calculated at 5/- per ton per diem on cargo in transit storage in excess of twelve days, had failed to step-up clearances; cargo ships can anticipate delays of up to five weeks in roads anchorage before berthing facilities are available; and that with the imminent arrival of the rainy season, delays will be increased.—Cape Town, January 31, 1952.

Italian Industries Established in the Union—Italian capital invested in Union industry since the war is now between £12,000,000 and £15,000,000. This includes a £7,500,000 rayon establishment in Natal in which Snia Viscosa, of Milan, Courtaulds, the British firm, and the South African

SOUTH AFRICA (Cont'd.)

Industrial Development Corporation are jointly interested. The overall investment figure will be increased during 1952 when several new Italian industries come to the Union. Italian industrialists have established a £1,000,000 ferro-chrome industry, cellulose and paper factories, and new factories are planned to make electrical goods, buttons, cutlery, silver ware and leather for shoe uppers. A cloth printing works is another venture with Italian backing. Two new Italian rayon factories will be opened soon, one in Natal and the other in the Transvaal. Randfontein has a £500,000 Italian textile mill. One of the biggest sock factories in Italy has begun operations in Natal, while a children's sock factory, claimed to be the first in the Union, has doubled its output in Johannesburg in six months. Men's hats of a well known Italian make will be made soon in a Johannesburg factory. Another Italian enterprise is making elastic and shoelaces. A further indication of Italian interest in the Union is the plan to open the branch of an insurance company.—Johannesburg, February 13, 1952.

TURKEY

Foreign Investment Law Produces Results—Although the law for the encouragement of investments in Turkey by foreign companies has not been in effect for very long, a number of worthwhile applications have been received from abroad. Among the applications under consideration are a vegetable oil factory by Dutch interests; factories for the production of anti-biological products and D.D.T. by American companies; a Danish firm desiring to collaborate with Turkish capitalists in cement production; industrial chemicals factory by Swedish interests and a powdered egg plant by an Italian company. A recent proposition now being investigated was made by a German firm which proposes, in collaboration with Turkish interests, to produce chemical fertilizers. This enterprise is reported to involve about TL50 millions which would be contributed half by the Germany company in the form of machinery, and half by local investors.—Istanbul, January 20, 1952.

UNITED KINGDOM

New Hire Purchase Restrictions—As part of the Chancellor's recently announced decision to curtail home consumption and so release goods for the export drive the Board of Trade has made an order restricting the terms for initial deposit and repayment period in certain hire purchase and credit sale agreements. The order prohibits the disposal or possession of certain goods unless the agreement complies with the terms of the order which came into force on February 1, 1952. The goods affected are radio and television sets, gramophones, motor cars and commercial vehicles, bicycles, office furniture and equipment and a number of domestic appliances and apparatus such as space and water heaters, dish washers, washing machines, wringers, floor polishers, vacuum cleaners, sewing machines, refrigerators and lawn mowers. The order applies to second-hand as well as new goods. The minimum initial deposit is 25 per cent for bicycles and 33½ per cent for all other goods in the order. The payment period is 12 months for bicycles, and 18 months for the other items.—London, February 6, 1952.

Monthly Summary of Foreign Trade

Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	62.8	70.3	189.1	208.6	235.4	237.0	221.2	285.1
February.....	57.4	59.6	153.1	179.5	208.3	205.0	199.5	233.9
March.....	71.1	73.3	178.4	209.0	228.4	216.8	228.2	290.2
April.....	48.5	50.9	178.5	190.9	212.3	237.8	205.5	295.2
May.....	75.6	67.0	197.0	267.8	282.3	272.9	287.0	323.4
June.....	73.3	66.0	166.7	272.7	233.5	255.1	289.2	312.5
July.....	74.4	66.2	188.7	236.6	250.9	241.3	253.7	374.5
August.....	77.1	69.1	242.7	221.3	224.1	251.7	257.1	349.8
September.....	76.8	72.2	169.8	218.6	283.0	228.4	279.1	320.1
October.....	91.3	88.2	204.2	250.8	307.0	269.1	315.2	371.0
November.....	95.0	86.0	232.2	253.1	293.9	292.3	292.7	379.5
December.....	81.3	68.9	211.9	266.2	316.4	285.5	289.9	379.3
Total.....	884.5	837.6	2,312.2	2,774.9	3,075.4	2,993.0	3,118.4	3,914.5

Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	44.6	49.7	140.3	173.8	206.1	223.8	211.9	327.2
February.....	42.9	47.0	117.0	177.1	182.2	206.0	200.2	274.2
March.....	59.1	65.1	139.9	208.9	197.1	235.9	237.4	342.5
April.....	45.3	48.9	160.8	225.6	226.7	242.7	230.9	393.0
May.....	66.1	67.1	164.2	240.3	225.1	250.5	290.2	405.1
June.....	60.5	58.9	157.7	231.1	233.0	250.5	282.5	360.4
July.....	57.6	55.8	161.6	226.8	225.1	230.9	259.5	370.6
August.....	57.9	57.0	163.2	204.6	206.5	212.1	267.3	357.5
September.....	59.6	56.4	156.1	208.1	221.7	221.6	279.7	311.5
October.....	68.6	63.9	186.4	254.5	243.4	234.3	320.6	344.1
November.....	70.1	63.3	198.2	229.1	238.2	239.6	327.9	325.7
December.....	52.2	44.3	181.9	194.2	232.0	213.4	266.3	273.0
Total.....	684.6	677.5	1,927.3	2,573.9	2,636.9	2,761.2	3,174.3	4,084.9

Balance of Trade with all Countries (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	+ 19.0+	+ 21.8+	+ 51.0+	+ 36.7+	+ 33.0+	+ 15.2+	+ 11.8-	+ 38.4
February.....	+ 15.3+	+ 13.5+	+ 37.7+	+ 4.7+	+ 28.1+	+ 1.2+	+ 1.4-	+ 37.3
March.....	+ 13.0+	+ 9.2+	+ 40.0+	+ 3.0+	+ 33.9-	+ 16.9-	+ 5.7-	+ 48.5
April.....	+ 4.0+	+ 2.6+	+ 19.5-	+ 32.2-	+ 11.6-	+ 2.4-	+ 21.2-	+ 92.9
May.....	+ 10.6+	+ 0.8+	+ 34.6+	+ 30.9+	+ 62.4+	+ 25.1-	+ 0.6-	+ 78.1
June.....	+ 13.8+	+ 7.9+	+ 11.1+	+ 45.3+	+ 3.0+	+ 6.9+	+ 9.3-	+ 44.6
July.....	+ 17.9+	+ 11.4+	+ 29.6+	+ 12.8+	+ 28.4+	+ 12.8-	+ 2.7+	+ 7.9
August.....	+ 20.3+	+ 12.9+	+ 82.8+	+ 20.3+	+ 20.0+	+ 41.9-	+ 6.6-	+ 3.9
September.....	+ 18.3+	+ 16.7+	+ 15.8+	+ 13.4+	+ 64.4+	+ 9.4+	+ 3.1+	+ 12.0
October.....	+ 23.8+	+ 25.3+	+ 20.2-	+ 0.8+	+ 66.0+	+ 37.4-	+ 1.7+	+ 31.5
November.....	+ 26.2+	+ 23.5+	+ 37.0+	+ 26.9+	+ 58.2+	+ 55.9-	+ 31.5+	+ 58.8
December.....	+ 30.3+	+ 25.6+	+ 32.4+	+ 76.7+	+ 87.3+	+ 74.9+	+ 27.2+	+ 112.0
Total.....	+ 212.5+	+ 171.2+	+ 411.9+	+ 237.8+	+ 473.1+	+ 261.2-	+ 17.2-	+ 121.5

NOTE.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts. The value of "Foreign Exports" is not included under the tabular heading "Canadian Exports", for which reason figures showing the balance of trade do not represent the difference between those for exports and imports.

The foreign trade of Newfoundland is included as from April 1, 1949.

Canadian Exports to the United States (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	22.1	20.0	62.3	79.5	105.0	116.0	130.9	186.9
February.....	19.7	16.8	57.6	69.4	94.8	106.7	128.8	152.4
March.....	25.9	22.7	66.5	83.1	112.5	122.4	154.3	190.2
April.....	20.1	18.0	71.4	88.3	109.2	110.7	137.8	183.2
May.....	26.1	20.4	72.2	79.8	114.7	121.2	175.4	208.7
June.....	25.1	20.0	66.5	82.0	109.8	113.9	177.7	188.4
July.....	25.9	21.0	74.8	82.1	118.9	104.4	168.2	201.9
August.....	28.3	25.3	75.0	81.4	114.0	115.4	167.1	192.8
September.....	29.4	25.1	69.6	87.5	162.0	113.7	192.8	186.7
October.....	33.5	28.0	99.1	102.4	148.9	148.1	204.4	207.1
November.....	31.9	28.4	89.2	92.9	163.3	171.3	192.0	209.3
December.....	33.3	24.7	83.9	106.0	147.8	159.8	191.5	189.0
Total.....	321.3	270.5	887.9	1,034.2	1,501.0	1,503.5	2,021.0	2,297.7

Canadian Imports from the United States (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	28.7	32.3	97.4	136.4	150.0	164.8	154.5	233.3
February.....	27.9	31.2	86.0	138.4	136.8	148.8	143.1	199.0
March.....	38.0	42.9	100.1	165.1	138.3	169.0	160.9	245.7
April.....	29.2	31.4	114.8	181.6	159.5	177.3	162.2	278.4
May.....	38.3	40.5	113.4	184.7	145.0	172.1	195.5	273.2
June.....	36.4	37.1	106.6	174.7	154.9	176.9	188.3	241.5
July.....	33.4	34.1	112.5	168.9	149.5	160.3	170.6	234.7
August.....	33.7	35.3	123.1	155.3	136.1	143.6	172.6	229.5
September.....	36.2	34.7	115.8	163.0	152.7	158.0	177.4	211.6
October.....	42.5	38.5	140.4	190.4	160.2	167.6	208.3	238.3
November.....	40.8	37.6	149.5	174.4	163.4	162.7	214.8	224.7
December.....	33.6	29.2	145.6	141.7	159.4	151.0	182.3	203.1
Total.....	418.7	424.7	1,405.3	1,974.7	1,804.8	1,951.9	2,130.5	2,812.9

Balance of Trade with the United States (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	- 5.9	- 11.3	- 33.2	- 55.8	- 43.2	- 47.3	- 21.5	- 43.0
February.....	- 7.5	- 13.8	- 27.1	- 67.1	- 40.4	- 40.6	- 12.8	- 44.1
March.....	- 10.3	- 19.5	- 32.4	- 80.2	- 24.2	- 44.9	- 3.7	- 52.4
April.....	- 8.4	- 12.8	- 41.9	- 91.6	- 48.0	- 65.1	- 22.9	- 92.3
May.....	- 11.0	- 19.5	- 39.9	- 102.7	- 28.7	- 49.1	- 18.2	- 61.7
June.....	- 10.5	- 16.5	- 38.5	- 90.5	- 43.5	- 61.3	- 8.4	- 50.6
July.....	- 6.6	- 12.4	- 35.9	- 84.9	- 28.6	- 54.2	- 0.1	- 29.8
August.....	- 4.5	- 9.4	- 45.6	- 71.6	- 20.3	- 26.6	- 2.5	- 33.7
September.....	- 5.9	- 8.9	- 44.7	- 73.8	+ 11.4	- 42.6	+ 18.6	- 22.1
October.....	- 8.0	- 9.7	- 39.4	- 86.2	- 9.7	- 17.8	- 0.9	- 27.4
November.....	- 7.7	- 8.6	- 58.1	- 79.8	+ 1.5	+ 10.9	- 19.7	- 11.9
December.....	- 0.7	- 3.7	- 60.1	- 33.9	+ 9.9	+ 10.7	+ 12.0	- 9.9
Total.....	- 87.0	- 146.0	- 496.7	- 918.1	- 283.6	- 427.8	- 80.0	- 479.0

Canadian Exports to the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	25.5	33.6	51.1	50.5	64.9	55.8	48.6	40.1
February.....	23.6	27.3	37.9	44.9	51.7	44.1	30.4	33.6
March.....	26.4	27.8	50.5	47.6	59.2	39.5	30.1	39.7
April.....	16.4	18.8	41.0	43.1	44.4	63.0	25.8	41.7
May.....	30.5	27.9	54.9	90.5	85.1	72.4	48.5	47.2
June.....	28.9	25.6	30.6	76.2	54.2	60.7	52.5	51.3
July.....	30.5	25.8	40.4	69.4	56.3	70.6	35.2	73.9
August.....	31.3	26.7	71.9	66.0	52.5	62.9	42.5	66.4
September.....	30.8	28.9	54.3	54.5	47.9	56.9	30.4	52.5
October.....	38.4	36.0	47.7	66.8	65.6	72.3	47.7	64.0
November.....	41.4	35.8	57.9	69.3	56.7	56.8	38.6	58.0
December.....	30.0	25.5	59.4	72.5	48.5	49.9	39.6	63.1
Total.....	353.6	339.7	597.5	751.2	686.9	705.0	469.9	631.5

Canadian Imports from the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	8.0	8.9	20.1	14.3	21.6	25.4	26.1	33.9
February.....	8.1	8.8	13.0	10.5	17.9	22.9	25.4	27.8
March.....	10.9	11.5	14.4	13.8	21.6	28.3	32.7	30.4
April.....	8.4	9.2	21.2	12.7	24.6	30.1	29.5	48.9
May.....	12.7	11.9	18.8	15.2	27.4	29.5	36.3	43.6
June.....	10.8	9.2	23.4	18.1	26.0	27.0	37.1	39.9
July.....	11.3	9.7	21.9	17.7	29.4	29.4	32.7	43.3
August.....	11.4	10.4	14.5	15.1	24.7	26.2	34.3	39.1
September.....	10.5	10.0	12.0	15.6	24.1	21.9	36.2	28.6
October.....	11.0	11.6	15.6	18.3	29.3	19.4	41.7	32.7
November.....	13.0	11.0	14.9	17.8	28.3	26.5	40.2	33.3
December.....	8.0	7.0	11.7	20.3	24.6	20.8	32.0	19.4
Total.....	124.0	119.3	201.4	189.4	299.5	307.4	404.2	421.0

Balance of Trade with the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1946	1947	1948	1949	1950	1951
(Millions of Dollars)								
January.....	+ 17.7+	+ 24.8+	+ 31.2+	+ 36.3+	+ 43.4+	+ 30.5+	+ 22.8+	+ 6.2
February.....	+ 14.6+	+ 18.7+	+ 24.9+	+ 34.5+	+ 33.9+	+ 21.4+	+ 5.3+	+ 5.9
March.....	+ 15.6+	+ 16.4+	+ 36.2+	+ 33.9+	+ 37.7+	+ 11.3-	+ 2.4+	+ 9.3
April.....	+ 9.1+	+ 9.6+	+ 19.8+	+ 30.4+	+ 19.8+	+ 33.4-	+ 3.6-	+ 7.1
May.....	+ 17.7+	+ 16.2+	+ 36.2+	+ 75.6+	+ 57.8+	+ 43.4+	+ 12.4+	+ 3.8
June.....	+ 18.3+	+ 16.6+	+ 7.3+	+ 58.2+	+ 28.3+	+ 34.1+	+ 15.5+	+ 11.5
July.....	+ 19.4+	+ 16.3+	+ 18.6+	+ 52.0+	+ 27.1+	+ 41.7+	+ 2.6+	+ 30.8
August.....	+ 20.0+	+ 16.5+	+ 57.5+	+ 51.1+	+ 27.9+	+ 37.1+	+ 8.5+	+ 27.6
September.....	+ 20.3+	+ 19.0+	+ 42.4+	+ 39.4+	+ 24.1+	+ 35.5-	+ 5.6+	+ 24.2
October.....	+ 27.5+	+ 24.6+	+ 32.1+	+ 48.7+	+ 36.5+	+ 53.4+	+ 6.3+	+ 31.5
November.....	+ 28.4+	+ 24.8+	+ 43.3+	+ 51.6+	+ 28.6+	+ 30.7-	+ 1.4+	+ 25.7
December.....	+ 22.1+	+ 18.6+	+ 47.8+	+ 52.5+	+ 24.0+	+ 29.4+	+ 7.9+	+ 45.3
Total.....	+ 230.8+	+ 222.1+	+ 397.4+	+ 564.3+	+ 389.1+	+ 401.8+	+ 68.3+	+ 214.7

Trade and Tariff Regulations

Colombian Tariff Modifications

Bogotá, February 19, 1952.—(FTS)—By Decree No. 2602 of December 18, 1951, the Colombian Customs Tariff is revised with regard to the import duties for approximately 500 tariff items. Reductions have been made in the duties on some items considered as prime necessities, including many medicinal and chemical preparations (especially antibiotics), agricultural and industrial machinery, book paper, and fertilizers. On the other hand, domestic industry has been granted still further protection by increased duties on such articles as artificial silk manufactures, tires and certain foodstuffs prepared with a flour, starch, milk or malt extract base other than for infants.

Reduced duties will not become effective until 90 days after the promulgation of the decree (March 17, 1952), and then only by successive monthly reductions of one-tenth of the total reduction over the following ten months. The increased duties will, however, be levied immediately on those imports affected. In addition to the modification in import duties, all export duties have been suspended except for bananas, coffee and hides. A complete list of these changes is now available and specific information may be obtained by writing to the Foreign Tariffs Division, Department of Trade and Commerce, Ottawa.

Flour Imports in French West Indies Permitted

Port of Spain, February 12, 1952.—(FTS)—The French Government has advised dealers in flour and flour products in Guadeloupe, French West Indies, that they will now be permitted to import from Canada and the United States within limits, determined by the amount of dollars to be allocated from time to time.

India Reduces Export Duties On Hessian

New Delhi, February 19, 1952.—(FTS)—The Government of India has announced the reduction of export duties on jute hessians from 1500 rupees per ton of 2,240 lbs. to 750 rupees per ton, effective February 19, 1952.

Warehousing of Codfish by Spanish Vessels

Madrid, February 12, 1952.—(FTS)—From time to time the Spanish Government has issued decrees designed to increase the efficiency of the Spanish fishing fleets. One of the most important of these permits is the landing in Spain, free of duty, of fish caught by Spanish vessels. On January 22, 1952, a decree was issued permitting Spanish fishing vessels to land all codfish caught on the high seas at the French island of St. Pierre, to be stored in the commercial warehouses on the island and to be re-embarked later in Spanish ships for transport to Spain. The fish may be landed at specified Spanish ports and will be entered free of duty subject

Trade and Tariff Regulations—Concluded

to certain safeguards to assure that none other than fish caught by Spanish vessels will enjoy this privilege. The advantages obtained by Spanish fishing fleets by this system are: (a) saving of fuel, because the number of trips across the Atlantic are curtailed for each unit of the fleet; (b) increased production (estimated at 67 per cent) because ships can remain at the fishing grounds longer; (c) lower costs, because of larger production; and (d) increase in remuneration given to the crews, because of the increase in the volume of the catches.

Applications for Licences to Import into Trinidad from Canada

Port-of-Spain, February 19, 1952.—(F.T.S.)—Importers whose applications for licences to import from Canada under the Token Import Scheme were received prior to December 31, 1951, but whose licences were refused because of errors in preparation of the application, are requested to correct and re-submit their applications, in a notice of February 18, issued by the Controller of Imports and Exports, Trinidad.

Valuables Deposited in Poland Must be Withdrawn Within Six Months

Canadians who are owners of movables, valuables, negotiable papers, etc. deposited with institutions, banks and enterprises in Poland before May 9, 1945, have, under a Polish Government decree of September 6, 1951, six months from the date of its publication (September 8, 1951) to withdraw these items from deposit. Failing withdrawal, the decree provides that the objects will become state property, unless claim has been filed and deposits cannot be delivered under Polish regulations. Deposits with museums are specifically excluded from the legislation.

Persons in Canada who have reason to believe that the Polish decree affects them may obtain a translation of the full text by writing to the Department of External Affairs, Ottawa. The department cannot, however, undertake to supply interpretations or opinions concerning the applicability of this decree in any given case. Owners should, therefore, communicate with the Polish institutions which hold their deposits directly or through their agents or attorneys in Poland.

DATA FOR EXPORTERS

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the International Trade Relations Division. Countries concerning which such information is now available in a revised form are: Austria, Belgium, Belgian Congo, Cuba, Dominican Republic, Egypt, Finland, France, Western Germany, Greece, Guatemala, Haiti, Iceland, Israel, Mexico, Netherlands, Netherlands Antilles, Nicaragua, Norway, Panama, Peru, Surinam (Netherlands Guiana), Sweden, Switzerland and Venezuela. Data on other countries will be made available from time to time.

Foreign Exchange Quotations

The following are nominal quotations, furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities.

Country	Monetary Unit	—	Nominal Quotations Sept. 17*	Nominal Quotations Feb. 18	Nominal Quotations Feb. 25
Argentina	Peso	Off. Free Export	-2977	-2001	-2001
			-2085	-0710	-0716
Austria	Schilling			-0468	-0468
Australia	Pound		3-2240	2-2265	2-2255
Belgium and Belgian Congo	Franc		-0228	-0198	-0198
Bolivia	Boliviano		-0238	-0167	-0166
British West Indies (Except Jamaica)	Dollar		-8396	-5798	-5796
Brazil	Cruzeiro		-0544	-0541	-0540
Burma	Rupee		-3022		
Ceylon	Rupee		-3022		-2101
Chile	Peso		-0233	-0112	-0112
Colombia	Peso		-5128	-4002	-4001
Costa Rica	Colon		-1800	-1786	-1786
Cuba	Peso		1-0000	1-0006	1-0003
Czechoslovakia	Koruna		0-200	-0200	-0200
Denmark	Krone		-2084	-1449	-1448
Dominican Republic	Peso		1-0000	1-0006	1-0003
Ecuador	Sucre		-0740	-0666	-0660
Egypt	Pound		4-1330	2-8734	2-8725
El Salvador	Colon		-4000	-4002	-4001
Fiji	Pound		3-6306	2-5073	2-5062
Finland	Markka		-0062	-0043	-0043
France, Monaco and French North Africa	Franc		-0037	-0028	-0028
French Empire—African	Franc		-0073	-0057	-0057
French Pacific Possessions	Franc		-0201	-0158	-0158
Germany	Deutsche Mark		-3000	-2382	-2382
Guatemala	Quetzal		1-0000	1-0006	1-0003
Haiti	Gourde		-2000	-2001	-2001
Honduras	Lempira		-5000	-5003	-5002
Hong Kong	Dollar		-2519	-1739	-1739
Iceland	Krona		-1541	-0614	-0614
India	Rupee		-3022	-2101	-2101
Iran	Rial		-0212		
Iraq	Dinar		4-0300	2-7831	2-7819
Ireland	Pound		4-0300	2-7831	2-7819
Israel	Pound		3-0000	2-7831	2-7819
Italy	Lira		-0017	-0016	-0016
Italy	Pound		4-0300	2-7831	2-7819
Jamaica	Pound		-0028	-0028	-0027
Japan	Yen		-4561		
Lebanon	Piastre		-1157	-1157	-1156
Mexico	Peso		-3769	-2633	-2632
Netherlands	Florin		-5308	-5306	-5304
Netherlands Antilles	Pound		4-0150	2-7831	2-7819
New Zealand	Pound		-2000	-2001	-2001
Nicaragua	Cordoba		-2015	-1401	-1400
Norway	Krone		-3022	-3024	-3023
Pakistan	Rupee		1-0000	1-0006	1-0003
Panama	Balboa		-3200		
Paraguay	Guarani		-1538	-0656	-0656
Peru	Peso		-4975	-5003	-5002
Philippines	Peso		-0400	-0348	-0348
Portugal and Colonies	Escudo		-4702	-3247	-3245
Singapore	Straits Dollar		-0916	-0918	-0918
Spain and Colonies	Peseta		-2783	-1934	-1934
Sweden	Krona		-2336	-2290	-2289
Switzerland	Franc		-1000		
Thailand	Baht		-3571	-3574	-3573
Turkey	Lira		4-0300	2-7831	2-7819
Union of South Africa	Pound		4-0300	2-7831	2-7818
United Kingdom	Pound		1-0000	1-0006	1-0003
United States	Dollar		-6583	-6587	-6585
Uruguay	Peso		-2985	-2087	-2086
Venezuela	Bolivar		-0200	-0033	-0033
Yugoslavia	Dinar				

* September 17, 1949.

EDMOND CLOUTIER, C.M.G., O.A., D.S.P.
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1952