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COVER . . . Agriculture has a high priority in India's Five-Year-Plan; 414 thousand acres have been reclaimed for cultivation in the first two years. Modern tractors, such as this one driven by a refugee Punjab farmer, are helping to speed up the work. For a report on the progress made in agriculture and other phases of the Plan, see page two.
—Photo by UNATIONS

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India

The Planners Report Progress

What has the Five-Year-Plan accomplished in its first two years of operation? A recent government report considers results; compares them with long-term objectives.

NEW DELHI—The progress of India's Five Year Plan, which began in April 1951, has recently been surveyed by the Government in a report covering the first two years of its operation. The Plan has undergone many changes since it was first published in draft outline in 1951 but it was adopted in final form five months ago (see *Foreign Trade,* March 21, 1953). This report, covering April 1951 to April 1953, analyzes India's economic achievements in that time and assesses the difficulties encountered in implementing the Plan.

Agriculture under the Plan

Agricultural production has a high priority in the Plan, with special emphasis on a greater degree of self-sufficiency in food grains because grain imports have been a heavy drain on India's foreign exchange reserves. Production of jute and cotton, the principal raw materials for India's factories, is also stressed. Estimates of production for 1952-53 are not yet available, but an increase of about six million acres (some 5½ per cent) in acreage under cereals is reported. The previous year saw food-grain production boosted by 880 thousand tons because of the "Grow More Food" campaign. Major irrigation schemes which increased the irrigated area by approximately 800 thousand acres were responsible for a further gain of 270 thousand tons. The jute crop increased by 1·4 million bales and cotton by 390 thousand bales in 1951-52, stimulated to some extent by high prices. Forecasts for 1952-53 indicate that these gains have been held but not surpassed.

Progress Made

The construction and repair of wells, the installation of tube wells, the construction of channels and small drainage schemes have all made progress. Under the Central Tractor Organization, 414 thousand acres have been reclaimed for cultivation in two years out of a total of 1·4 million acres, the objective for the whole five years. The use of ammonium sulphate and superphosphate fertilizers has increased and better seeds have been distributed. The improvement of livestock through better breeding and artificial insemination centres has made good progress.

The Five Year Plan included a number of large multi-purpose irrigation and power projects on which large sums of money had been spent before 1951. Construction continued during the first two years of the

Plan, at an expenditure of Rs.1,900 million. The full benefit of these projects will only be felt when they are completed but tangible results are already reported, including production of 315 thousand kw. of electric power and irrigation of 1·42 million acres in 1952-53.

Rehabilitating the Railways

Rehabilitation of the railways and provision of facilities to cope with increased traffic resulting from development and expansion in other sectors of the economy are integral parts of the Plan and during the first two years, traffic has increased notably. Total freight carried jumped from 26,829 million ton miles in 1950-51 to 28,833 million ton miles in 1951-52; a further increase of 5 per cent is expected for 1952-53. Some 342 new locomotives, (58 of local manufacture), 771 coaches and over 8,000 wagons were placed in service in the two years. Rail facilities are being extended and substantial sums spent on port facilities, notably in Bombay, Calcutta, Madras, Cochin and the new port of Kandla. India's shipping industry has grown by 77 thousand gross tons. By April 1953, 240 miles of new roads and 17 bridges had been completed and work on 20 bridges and 450 additional miles of road is under way.

New State Enterprises

Industry, both private and public, has forged ahead. New state enterprises which went into production include:

- The Indian Telephone Industries, with a record during the period of 48,628 telephones and 32,000 exchange lines.
- The Sindri fertilizer factory, which produced 230 thousand tons of ammonium sulphate in 1952-53.
- The Chittaranjan locomotive factory which turned out 17 locomotives in 1951-52 and 36 in 1952-53.
- The Uttar Pradesh State precision instruments factory which produced 2,100 water meters in 1952-53.

The Indian Rare Earths Limited, the new mint at Alipore and the machine tool prototype factory (a defence industry) are also among the projects started in the past two years.

The Hindustan Shipyard Limited constructed three ships during 1952 and has in hand orders for five 7,000 ton and two 8,000 ton ships, diesel-powered. In a year's time, the proposed penicillin and DDT factories should be producing. The Government has decided to establish a radio and wireless equipment factory in collaboration with a French firm.

Private Industry's Share

A number of non-governmental industrial units have gone into production in the last two years. One of these is a new cement mill which has added 200 thousand tons a year to Indian production. Expansion of existing cement plants will soon mean a further 300 thousand tons a year. The caustic soda industry has grown and the manufacture of superphosphates, sulpha drugs, sulphur black and azo dyes has also been increased. Such important industries as iron and steel, paper, sewing machines, bicycles, rayon and jute goods have stepped up their output. Conversely, in certain other industries—aluminum, pumps, diesel engines, machine

71394—2

tools, looms, hurricane lanterns, batteries, superphosphates, sulphuric acid, soda ash, paints and enamels, leather, glass, woollens and handloom cloth—production fell off. This is attributed to accumulation of stocks because of the large imports permitted shortly after the outbreak of the Korean War. The Government has modified its import policy to meet this situation.

From April 1, 1951, to January 1, 1953, 29 new textile mills with a capacity of 183,500 spindles went into production and new looms totalled 1,382. Articles of Indian manufacture which were produced for the first time included domestic refrigerators, electric meters, industrial boilers, automatic looms, high rating transformers, and motors.

Amounts Spent

Total expenditure on the Five Year Plan is estimated at Rs.2,069 crores (approximately $4 billion). During the first two years, expenditure was approximately Rs.585 crores, or slightly less than 30 per cent. Some increase in the rate of spending is forecast for the current year, but it will have to be increased further in 1954-55 and 1955-56. Revenues during the Plan's first year of operation were satisfactory, mainly because of economic benefits in the early stages of the Korean War. Now, however, there is a lag in the receipts from several sources which are expected to provide the money for the Five Year Plan. States revenues and financial aid expected from the railways have fallen short and it may be difficult for these sources to produce the funds budgeted.

However, the Plan has made significant progress and greater things can be expected because few of the major projects were due for completion in the first two years. In fact, they will only be finished and benefits begin on a large scale in the fourth and fifth years of the Plan. In the first two years, planning and execution have been gathering momentum.

—R. K. THOMSON
Acting Commercial Secretary for Canada

Package tours in Canada for the individual and for groups are being planned by a new department of the Canadian National Railways. Designed to save the traveller the worries and uncertainties involved in planning a holiday, the all-expense tours will include the cost of transportation, meals, hotel, sightseeing and incidental. Trips will range from week-end to month or longer, starting from principal cities across Canada and in the United States. They can be arranged at any CNR ticket office or through travel agents.

The tours will be set up to suit various budgets and time factors. They will take in national holidays, annual vacations and seasonal attractions in summer, fall and winter. Special plans will be available to groups of employees in plants and businesses which close down for stated vacation periods.

This new approach in Canada to the problems of holiday travel, the CNR announcement says, has two aims. It will encourage Canadians to see more of their country, and will interest more Americans in a visit to Canada.

Australia's Dried Fruit Industry

A substantial part of the currants and raisins Canadians use come from Australia, where a 65-year-old industry concentrates on producing dried vine fruits that go to the Commonwealth.

MELBOURNE—Among Canada's purchases from Australia year by year, dried fruits bulk large. In 1952, 50 thousand tons of Australian dried fruits went to overseas markets; Canada's share totalled 16 thousand tons, valued at nearly $5 million Canadian.

Birth of an Industry

The story behind this industry deserves to be better known. It was first established in 1887 as a result of the vision of Alfred Deakin, three times Prime Minister of Australia. He enlisted the creative genius of two Canadians, the Chaffey brothers, who had successfully promoted irrigation colonies in Canada and California. They set to work to harness the waters of the Murray River and its tributaries and to apply it to the arid but fertile soil along its banks.

After many years of battling with the elements, political opposition and depressions, settlements were established along the Murray River in Victoria and South Australia. Primarily the industry was developed to give employment to surplus rural labour and to make good use of basically fertile irrigated land. Today it provides a good living for thousands of Australians. After World War I many returned servicemen were settled in this area; veterans of World War II joined them many years later.

Area under Production

The total area under production is about 65,300 acres, of which 34,000 acres are in Victoria, 21,500 acres in South Australia, 5,400 acres in New South Wales and 4,400 acres in Western Australia. Approximately 90 per cent is watered by irrigation. The Commonwealth and State Governments have decided to increase the present horticultural and viticultural lands in Australia by an additional 31,250 acres to help settle more World War II veterans on the land. This increase includes 9,500 acres for dried fruits.

The potential production of dried vine fruits, including the new areas coming into bearing, is estimated at about 125 thousand tons. At present Australia ranks third in world production after the United States and Greece. However, because of adverse climatic conditions, the present potential production of 104 thousand long tons has been attained only once—in 1944. Since then, output has ranged between 56 thousand and 80 thousand tons. The crop just harvested is estimated at about 90 thousand tons.

74394—2½

The home market takes only about 20 thousand tons and this leaves 70 to 80 per cent of the crop for export. The Australian Dried Fruits Control Board is therefore urging that before any further plantings are authorized, the question of what quantities of dried vine fruits can be sold in overseas markets should be studied carefully.

Economic Importance

The average annual value of Australia's dried fruits is about £A5 million (approx. $11·25 million). The capital invested in land producing grapes for drying (including houses and working plant) is estimated at about £A10 million (approx. $22·5 million). In addition, considerable capital is invested in packing houses and plant. The Commonwealth and State Governments have also spent about £A40 million (approx. $90 million) on irrigation head works and channels on the Murray River and its tributaries, and much of the land irrigated is producing dried fruits.

There are about 7,000 growers, mostly in Victoria and South Australia, who employ permanently a large number of workers in the orchards and vineyards, the packing houses and distributing trades.

Tariff Preferences

Almost all of the fruit exported is marketed within the British Commonwealth—in the United Kingdom, Canada and New Zealand, which admit fruit from Commonwealth countries free of duty. Duties on fruit from foreign sources are:

United Kingdom: £2 per ton on currants and £8.10.0 per ton on sultanas and lexias.

Canada: Four cents per lb. on currants and three cents per lb. on sultanas and lexias.

New Zealand: £7 per ton on lexias and sultanas; no duty on currants.

This preference has made it possible for Australia to retain her Commonwealth markets even though living standards and production costs are high compared with those of competing countries.

The 20 thousand tons of dried fruits required by the home market are protected by a duty of 6d. per lb. on all imported currants, sultanas and lexias. This duty has been applied for many years and was designed to protect the producers and workers from the competition of cheap labour countries such as Turkey and Greece.

Main Markets

Since 1940 the surplus for export, after supplying Canadian and New Zealand needs, has gone to the United Kingdom, under a British Ministry of Food contract at prices reviewed each year. This contract, due to expire in 1953, has been extended to cover the 1954 crop, with no firm arrangement beyond that.

For the three years 1949, 1950 and 1951, total exports of dried fruits were only just over 30 thousand tons, mainly because of bad seasons. In 1952 exports climbed to 50 thousand tons and should be much higher this year because the estimated crop is over 90 thousand tons. Canada bought 18,777 tons in 1950, 11,431 in 1951 and 16,000 tons in 1952. To

—Australian Official Photo

These vineyard workers at Renmark, River Murray, are spreading grapes out on drying racks. Australia's dried fruit industry earns approximately $11·25 million a year, but the growers face problems; production costs are high, competition is increasing, prices must be lowered.

maintain sales to Canada this year, prices per ton £5 lower than those offered by the United Kingdom are being accepted. Sales to New Zealand for the same three years were 3,664, 5,111, and 4,000 tons.

The Commonwealth Government carefully supervises grading, processing and packing. Export and domestic sales are allowed only if the fruit is of the grade and quality prescribed by the Commonwealth regulations. Fruit for export is inspected in the packing houses and a check inspection is made at the dockside before loading. Commonwealth inspectors issue export certificates under the provisions of Dried Fruits Export Control Act 1924-1952.

Marketing Practices

The industry's production is marketed through the following Boards:

- The Australian Dried Fruits Association (A.D.F.A.) which regulates the sale and distribution of dried fruits within Australia.
- The Commonwealth Dried Fruits Control Board, which regulates the sales to overseas markets.
- A Dried Fruits Board in each of the four producing States, which issues licences to packing houses and determines the quota of dried fruits which may be sold within each State. Small levies on the fruit produced and exported cover the expenses of these organizations. The A.D.F.A. is a voluntary organization to which over 99 per cent of the growers belong. In the actual packing and processing of the fruit, the proprietary and co-operative companies compete with each other. In Victoria each group handles about the same amount of fruit but in South Australia the co-operatives predominate.

74394—3

The Commonwealth Bureau of Agricultural Economics conducts periodic surveys to determine the costs of production and uses these at price discussions with the British Ministry of Food.

Prices Falling

The Ministry of Food, as a special concession, increased the prices paid for dried vine fruits considerably in 1951 in compensation to the Australian industry for production misfortunes and heavy unit production costs.

Prices were again increased slightly in 1952 but U.K. prices for the 1953 crop have gone down to £94 per long ton f.o.b. for sultanas and lexias, and £77.10.0 for currants, with a premium for a limited quantity of the best grades. In 1952 prices were £98.10.0 per ton f.o.b. for sultanas and lexias and £80 a ton for currants.

The 1953 prices are below what Australia sought but are much higher than the prices the U.K. is paying to other countries. The United States has been offering considerable quantities of dried vine fruits at a subsidized price as low as £52 per ton and other countries have substantial quantities at negotiable prices.

Future Prospects

Among the problems facing the industry, high production cost is the most serious. Increasing world production of dried vine fruits and the reduction in the margin of Empire Preference by GATT in 1947 is making competition for markets more acute. The industry must be prepared to accept lower prices, especially from Canada and New Zealand, if markets are to be maintained. Moreover, the United Kingdom Government is giving up bulk buying of foodstuffs as fast as it can and letting trade revert to normal channels. With no U.K. contract to bolster prices, the industry will face serious marketing problems.

There is some question whether the irrigated land might better be used for other primary products able to compete in world markets—such as wheat, wool and meat.

An alternative use of grapes grown for dried fruits is wine-making. Per capita consumption of wine in Australia has risen from 0·6 gallons prewar to 1·6 gallons in 1952. Production has also gone up but the wine industry is finding it difficult to market its surplus production and is not likely to absorb any great quantity of grapes.

A recent survey showed that vineyards of 30 acres and over had the lowest costs because of more efficient use of labour, which represents over 50 per cent of costs. Over half of the vineyards are less than 15 acres and more concentration on production of dried fruits in larger vineyards and the turning over of marginal areas to other forms of production may become necessary.

The dried fruits industry of Australia may suffer setbacks in the future. But after reading the story of its beginning and development, and the many difficulties it has overcome, it seems certain that it will survive and continue to provide a living for thousands of Australians.

—Roy W. Blake
Agricultural Secretary for Canada

Art and Antiques

The historic Prinsenhof Museum in the old china-making town of Delft, Holland, will display the finest examples from the stocks of Dutch antique dealers, from August 18 to September 7. Here, during the Fifth Art and Antique Dealers' Fair the visitor will see paintings, drawings, etchings, furniture, tapestries, chinaware, ceramics, silver, glassware, pewter, bronzes, books and jewellery. Delft is only a few miles from The Hague and Rotterdam and is easily reached by rail, road, tram or air. For information, apply to the Secretary, Art and Antique Dealers Fair, Rokin 120, Amsterdam.

Radio and TV at Earls Court

Broadcasting, sound and television are the main theme of the National Radio Show to be held from September 1-12 in Earls Court, London, under the sponsorship of the British Radio Industry Council.

A full-size BBC television studio, equipped with the latest British equipment will be a feature of the show. There, programs can be seen in the making and on the air.

Visitors to the Radio Show will see: domestic receivers, including special models for export covering all the necessary wavebands, with special tuning scales for the particular market, and tropicalized for hot climates; products of component and valve manufacturers; radio, and radar equipment for the armed forces, and the latest scientific and industrial equipment of all kinds.

Fair Calendar

The following fairs are scheduled in Canada and the United States in the next few months:

Pacific National Exhibition, Vancouver, B.C., August 26-September 7. For information, write V. B. Williams, Exhibition Park, Vancouver, B.C.

73rd Canadian National Exhibition, Exhibition Grounds, Toronto, August 28-September 12. Information from CNE offices, Toronto.

Nova Scotia Fisheries Exhibition, Lunenburg, N.S., September 17-25. For information, write B. J. Walters, Town Hall, Lunenburg.

74394—3½

National Gift Shows, East Annex, Exhibition Grounds, Toronto, October 5-8. For information, write Canadian National Exhibition, Toronto.

Canadian Dairy Show, Show-mart Building, Montreal, October 23-27. For information, write L. O. Dubé, St. Hyacinthe, Quebec.

The Unusual at Gothenburg

At the 36th Swedish Trade Fair in Gothenburg:

- A steel camping table with plastic top and four chairs that, with a few manipulations, transforms into a neat carrying case;
- A razor that can be used without soap, water, brush, electricity or mirror;
- A self-rocking cradle that can become a swing and a linen basket;
- A bobsled to which wheels can be attached when there's no snow—

These were some of the novelties seen by visitors from 32 countries at the recent Gothenburg Fair. The 803 exhibitors, including 20 from Norway and the same number from Denmark, took up floor space totalling 28 thousand square metres.

Comptoir Suisse

This is the 34th Lausanne National Fair, the second of Switzerland's two annual fairs. It will be open this year from September 12th to 27th.

Comptoir Suisse is similar to the Swiss Industries Fair held in Berne in the spring, but also includes exhibits from the agriculture and food production fields.

Purely national in character, this Trade Fair invites one foreign country to take part each year. This year the guest exhibitor will be Brazil; previous guest nations were France. Belgium, the Netherlands, Italy, Morocco, the Belgian Congo and Tunisia.

Report from Hannover

Foreign buyers who wish to get a comprehensive picture of the postwar products of Germany's technical and mechanical industries might well visit the annual Hannover Fair.

This year the Fair was held in two sections—the Light Industries Fair from March 1-5 and the Heavy Industries Fair from April 26-May 5. At the latter, nearly 2,500 firms (only 165 non-German) showed their products. Foreign firms exhibiting included ten United Kingdom and seven United States companies. The American companies displayed office machinery, type-setting machines, tape recorders, electronic equipment, textile machinery, etc.

Next season, the Heavy and Light Industries Sections will be combined, though this may lead to pressure on space and restrictions on the types of firms eligible to participate.

United Kingdom

Houses or Highways?

Growing congestion on British roads is producing demands for greater spending on highways. Some sources suggest getting the money by cutting back the housing program slightly.

LONDON—The abolition of gasoline rationing and the fact that manufacturers can now sell a greater percentage of their new cars on the home market have brought a substantial increase in the number of cars on British roads. At 18·1, the number of motor vehicles per mile is the highest in the world and the ratio is rising steadily. Highway construction has not kept pace and traffic congestion is beginning to affect national production adversely. It is not only in the cities that the trouble occurs but on countless main roads in the country as well.

Road Program Inadequate

Road transport bulks large in the United Kingdom's economy and its efficient operation is therefore vital. Generally speaking, the physical equipment is good. A high percentage of the larger units are deisel-powered and modern. But when vehicles are held up by road congestion, fuel consumption per mile increases and the output per man engaged in road haulage drops.

The position in most of the towns and cities is worse than it was before the war, if only because the number of vehicles on the roads has gone up rapidly—4,471,000 in 1952 compared with 3,110,500 in 1938. The development of new roads has failed lamentably to keep abreast of this growth. Between 1910 and 1952, the number of road motor vehicles in use in the country increased by more than 3,000 per cent, population by 20 per cent, and road mileage by 4·7 per cent. Much has been done to improve existing roads and, admitting that road mileage cannot be expected to increase at the same rate as motor vehicle usage, the fact remains that the highway program has been inadequate.

Cost of Congestion

The national cost of this state of affairs is difficult to assess. Many factors are involved. A high accident rate is one distressing consequence and costs, it is estimated, about $450 million a year. Economically, the greatest cost lies in the time wasted because traffic moves more slowly. Naturally this situation is most evident in the larger centres and particularly in London. In 1905, southbound traffic on Park Lane at mid-morning moved at ten miles an hour for a two-horse delivery van, 12 miles an hour for a private buggy, and 13·7 miles an hour for a two-horse private brougham. Today the mean journey speed for all vehicles over the same route is 11·1 miles an hour. The 1951 report of the London and Home Counties Traffic Advisory Committee on London traffic congestion states:

"Road transport is a key factor in the economy of the United Kingdom, and the cost of operating it is inevitably reflected in the prices of the food we eat and the goods we manufacture. Road transport cannot be run efficiently and economically when traffic congestion reduces movement to a crawl. The cost of such congestion in lost man-hours and vehicle-hours must amount to many millions of pounds per annum. Traffic congestion, therefore, must be reduced."

This same report estimated that the annual cost of delays at St. Giles Circus alone cost the country $600 thousand in a single year. In London as a whole, traffic delays are estimated to cost an annual $210 million—yet for the current fiscal year only $100 million is to be provided for roads for the whole country.

The United Kingdom abounds with ancient towns and cities, most of which acquired their present shape and character long before motor vehicles were a factor in life. To wreck these monuments of the past in order to speed up road traffic is not an acceptable solution. In many cases by-pass roads have been built to meet the problem but most of these cannot now handle the traffic. And in too many cases expanding municipalities have developed along the by-passes, thus virtually converting them into town streets.

Destruction by bombs in the last war might have provided opportunities to improve town layouts and to construct better roads, but for a variety of reasons little has been done.

Financing the Roads

In the United Kingdom as in many other countries, not all the taxes paid by the motorist are used to maintain the roads. Only 15 per cent of the motor and fuel taxation collected since the war went to road maintenance or extension. When these taxes were first introduced, all parties agreed that the proceeds should be devoted entirely to supporting the roads. Unfortunately the need for larger and ever larger sums for government and the reluctance to hoist other taxes has tempted virtually every government to use the funds collected for other purposes.

Many who have studied the transport problem believe Britain would be better off today if a larger share had been devoted to road construction and improvement. The Westminster Bank Review for May 1953 points out that such investment would show handsome returns. For example, the construction of 59 miles of motor road between Warrington and Keer Bridge in Lancashire would cost approximately $36 million. The consequent saving in the operating cost of vehicles over this route is put at $3·9 million a year, a return of over 10 per cent with existing traffic.

The average cost of road construction in the United Kingdom is probably about $750 thousand per mile. Because the resources are not limitless, the Westminster Bank Review suggests that the housing program might be cut back to free money for the roads. Assuming a road program of 200 miles of new highway a year as a target, the cost, if undertaken exclusively at the expense of the housing program, would be the equivalent of 26,700 houses, or only 11 per cent of the number completed in 1952. Politically it may be difficult to put "highways before houses", but a good case can certainly be made for the economics of such a program.

—R. P. Bower
Commercial Counsellor for Canada

General Notes

CHILE

Rubber Footwear Factory—It is reported that a U.S. company will install at Quilpue, in Valparaiso Province, a modern factory to manufacture crepe-soled rubber footwear, of a type not produced at present in Chile. The capital mentioned for the new industry is around 100 million Chilean pesos—Santiago, July 3.

BRAZIL

Oil Drilling—The most extensive oil drilling operations ever carried out in Brazil are being conducted at Badajos in the State of Para near the Capim River. Drilling has reached a depth of 4,000 metres and is progressing at the rate of 300 metres a day. This is the third attempt by the National Petroleum Council to discover petroleum in the Amazon region—Rio de Janeiro, July 6.

SOUTH AFRICA

Air Mail Postage Higher—Effective July 1, 1953, air mail postage to Canada from South Africa has been increased from 1/9d. to 2/3d. per ½ ounce; air letter forms have been raised from 9d. to 1/-—Johannesburg, June 30.

More Foreign Exchange for Travellers—Under the relaxed exchange control regulations, effective June 1, South Africans going overseas will be allowed up to £400 worth of foreign exchange every year instead of £400 every three years. The Treasury has made the necessary arrangements with the banks—Johannesburg, June 30.

SWEDEN

New Rolling Mill—After several years' work a new cold rolling mill is ready for use at Surahammar Works. This installation is said to be the largest reversible strip mill in Scandinavia and can be operated by four to five workers—Stockholm, July 10.

UNITED KINGDOM

Sterling Area Reserves—The sterling area's gold and dollar surplus during May amounted to $48 million, bringing the reserves up to $2,321 million. Account is taken of receipt from the United States of $13 million as defence aid and the receipt from the European Payments Union of $21 million (that part of the April surplus which was settled in gold or dollars). The May figure contrasts with a surplus of $107 million in April, which was exceptionally high—London, July 13.

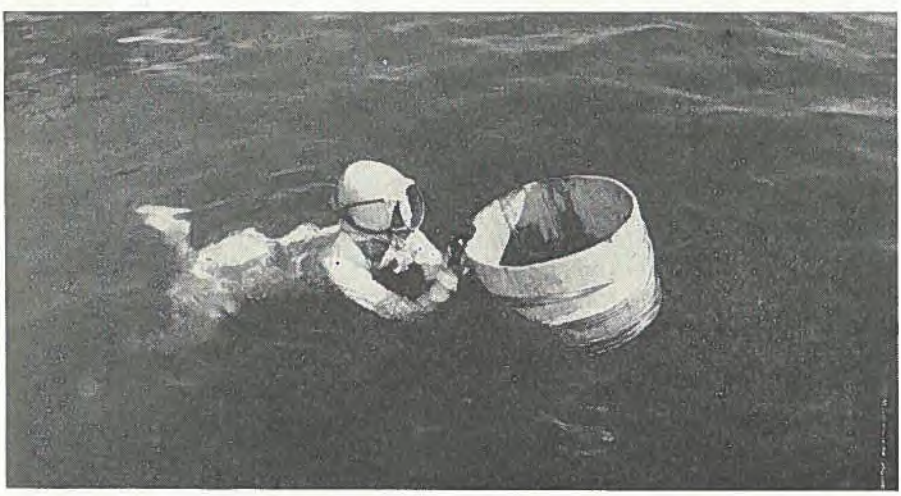
Japan: Pearls to Order

From beds in the Toba Bay area, women divers bring up cultured pearls, basis of a small but important Japanese industry which has expanded since the war.

TOKYO—Japan's cultured pearl industry has, of recent years, become more important in the export picture. In 1952, exports of cultured pearls totalled $4·8 million, not including sales worth $2·5 million made to foreigners in Japan. It is an industry that was built up on Japanese taste, ingenuity and perseverance, and which has brought the country prestige in the export markets. Cultured pearls invariably attract servicemen and visitors, and the Toba Bay area, responsible for 50 per cent of the world's production, is becoming popular with tourists.

Pioneered in Japan

The name of K. Mikimoto is synonymous with pearl culture. He evolved, over a long period of years, methods which produce a fair percentage of cultured pearls comparing favourably in appearance and other qualities with natural pearls. His technique is to lodge sand or shell in a pearl oyster to set up irritation. The oyster, as a protection against the irritant, sheds calcium carbonate in many thin layers and these solidify into natural pearl. Producing cultured pearls requires continuous day and night supervision for from two to seven years. It is estimated that even with expert care, 20 per cent of the production will not be market-



Day and night supervision for two to seven years is required to produce cultured pearls that compare favourably with natural ones. Women divers like this one are employed at the Mikimato beds in the Toba Bay area which produces 50 per cent of the world output.

able, 30 per cent will not be suitable for necklaces, and only 10 per cent will be of top quality. Large pearls, after two years' growth, are left in the shells in the seabeds for a further five years.

Stabilizing the Industry

The cultured pearl industry languished during the war and had to be completely rehabilitated. Shortly after the Occupation began, however, there was a ready sale for pearls and more than a thousand cultivators and dealers engaged in the trade, compared with approximtely 350 before the war. The bulk of postwar production was concentrated on small pearls which can be cultivated in a relatively short time. The production of larger pearls, which requires a considerable financial investment, was less popular.

Because larger pearls offer the best prospect for continued expansion of the industry, representatives of the pearl industry and the Government have combined efforts to stabilize the pearl industry. The objectives are to introduce planned production, establish export ceilings, stabilize prices and prevent poor-quality pearls from reaching the market. The Japan Pearl Center, the first of its kind, was opened in Kobe in November last year. This marked a culmination of the industry's efforts to stabilize prices and to standardize transactions in irridescent shell beads.

U.S. Is Leading Buyer

The statistics covering pearl exports show that the United States is by far the largest market for Japanese cultured pearls. However, there are a number of other important markets, including Canada, and the demand is growing in other countries as Japanese cultured pearls become more widely known. As for promotion, the fact that servicemen from more than fifteen nations visit Japan regularly means that the pearls are well advertised. Exports for the calendar years 1951 and 1952 follow.

The cultured pearls must be carefully sorted and graded. Even with expert culture, an estimated 20 per cent of production will not be marketable, 30 per cent will not be suitable for necklaces, and only 10 per cent will be top quality. The U.S. is the largest market.

Cultured Pearl Exports

	1952	1951
United States	$3,435,000	$2,730,000
Switzerland	273,000	230,000
France	271,000	410,000
Italy	270,000	138,000
West Germany	139,000	135,000
Canada	58,000	61,000
Portugal	....	169,000
Other	354,000	427,000
	$4,800,000	$4,300,000

Domestic demand for cultured pearls is relatively small. Total production in 1952 was 16,500 pounds and 15,040 pounds were exported. Production in 1951 totalled 14,000 pounds with 12,500 pounds sold in overseas countries.

—J. C. BRITTON
Commercial Counsellor for Canada

New Zealand

Newsprint at Te Teko

WELLINGTON—Three years ago, a pulp and paper industry for New Zealand was only a dream. Today an industry able to turn out 75 thousand tons a year of newsprint and 36 thousand tons of kraft pulp is becoming a reality.

The Tasman Pulp and Paper Company, which is undertaking the venture, was formed by a powerful New Zealand group closely associated with two U.S. companies. The American firms will build the main plant and its allied undertakings, including a board mill with a capacity of 40 million board feet of sawn timber.

The company will have an initial capital of £NZ6 million, with the Government contributing £NZ1 million of this, and nominating two directors on the Board. The New Zealand group and an Australian company will provide £NZ1·7 million and have three directors on the Board. Potential customers for the mill's products will contribute £NZ1 million by buying up a million shares and will be represented by one director. The remaining £2·3 million in shares will probably be offered to the public and these shareholders will have not more than two directors on the Board.

Some Dollar Equipment Ordered

The project will cost over £28 million, it is estimated; the Government will provide more than £13 million, and the company the remainder. The Government's outlay is to be financed as a part of its National Development Plan. However, returns to the Treasury from taxes and concessions will total over £1 million a year, in addition to income from investment in the company. About 62 per cent of the capital outlay will be in sterling. Only 22 per cent of the total equipment ordered to date

entails the expenditure of dollars, a good portion of which, it is stated, will be spent in Canada. Other countries supplying equipment are the United States, Australia, Sweden and Switzerland. The U.S. Export-Import Bank has been approached for loans to cover dollar purchases.

There are two distinct operations involved in the project—the manufacture of pulp, paper and lumber, and the logging operations. The Tasman Pulp and Paper Company will be in complete charge of the first operation, but no decision has yet been made about the second. The timber stand is the State Kaingaroa Forest Reserve of some 200 thousand acres of mature pine. Some consideration has been given to the New Zealand Forest Service taking over the logging activities, rather than turning them over to private enterprise. Logging operations must be followed by reforestation almost immediately to maintain the 40-year cycle which would perpetuate this forest.

To Use Natural Steam

The forestry operations will converge on Murupara on the edge of the forest, and the Tasman mills are to be built near Te Teko some 34 miles away. There were several reasons for the choice of this site, and one of them will undoubtedly make the Tasman mill unique in the annals of papermaking—hot springs will provide the high pressure super-heated steam required for the operations. The mill is located in the geo-thermal region and, simply by drilling a hole an inexhaustible supply of steam can be topped. The steam will be used both for heat and to drive the turbines for producing electric energy. This will mean a saving of several hundreds of thousands of dollars in coal costs alone.

When the plant goes into commercial production, probably in October or November 1955, it will be able to produce sufficient newsprint for all of New Zealand's needs and provide a surplus to be sold to Australia and the South Pacific Islands. A new town, Onepu, with an initial population of 3,500 and later probably 6,000, will be built at the mill site. In time, this should become New Zealand's fourth most important industry.

—Lester S. Glass
Commercial Secretary for Canada

Radar reflectors as navigational aids, designed and tested by the Radio and Electrical Engineering Division of the National Research Council, were first installed on buoys at the entrance to Halifax Harbour, and since have been used throughout Canadian waters. Since lighthouses with a cylindrical or conical shape are inefficient as radar targets, radar reflectors have also been designed and installed on Caribou Island lighthouse in Lake Superior, and on Great Duck Island lighthouse in Lake Huron.

Tests are now under way on an improved design for use with life rafts and rubber dinghies. The new reflectors are inside a balloon, four feet in diameter. When the balloon is inflated, the reflector is erected automatically and carried high enough to give the desired range. The whole device can be packaged in a very small container.

Commodity Notes

BRAZIL

Codfish—Brazil's codfish imports have more than doubled in the last five years. In 1952, codfish represented 11 per cent of the country's foodstuff imports—48,825 tons as compared with 18,648 tons in 1948, costing Cr.$538,602,173 compared with Cr.$210,675,044 in 1948— Rio de Janeiro, June 29.

DENMARK

Textiles—Denmark's textile production increased considerably towards the end of 1952 after the serious decline which set in during 1951, and the improvement has continued throughout the first few months of 1953. The textile industry mainly produces and exports woollen yarn, woollen piece goods, linen yarn, rayon and woollen stockings and socks and cotton piece goods. Although exports in terms of volume were the same for the two years, the value of exports in 1952 totalled 112 million kroner as compared with 139 million in the previous year. The increased production is reflected in the exports for the first four months of 1953 which were valued at 40·6 million kroner (36·2 in 1952). The Danish textile industry is very much concerned with the tariff question. The Danish Customs rates are extremely low as compared with those of other countries and a revision of these rates is very much desired. The industry is also demanding anti-dumping provisions—Oslo, July 2.

IRELAND

Chewing Gum—A new company has been formed at Dun Loaghaire, Co. Dublin, to produce chewing gum and chewing gum bases. Operations were expected to begin in June; full production will not be attained for about six months. The factory will employ about 100 and will use the most modern equipment. Exports will go to the sterling area and the company will link up with branches in New York, Havana and Paris—Dublin, July 10.

ISRAEL

Diamonds—While prices on the international diamond market in 1952 were somewhat lower than those in 1951, Israel's exports of cut and polished diamonds during the year were almost maintained at the 1951 level of $12 million because of greater volume. Israel's share in the world's diamond cutting and polishing trade approximated 15 per cent, second to Belgium's 75 per cent of world production (the small

balance is produced in Holland and Germany). Some 90 per cent of diamond exports went to the United States. Canada, as Israel's second best customer, took cut diamonds to a value of $882 thousand —Athens, July 9.

ITALY

Cement—Domestic production of cement in Italy will not cover the 1953 requirements of the southern half of the peninsula and the Mediterranean islands. Consequently, clinker will be imported during the first half of the year to provide the additional 200 thousand tons needed. In the latter half of 1953 the output of new factories, stepped-up production in existing ones, and plant enlargements are expected to provide enough cement for normal requirements—Rome, July 13.

SOUTH AFRICA

Wool—South African sheep farmers are likely to end the present season with the biggest wool clip for nearly 20 years. After the cycle of wartime droughts, the wool clip reached its lowest point for twenty years in 1946-47 with 193 million lb. Since then the rising price and improving seasons resulted in an increase to 244 million lb. in 1951-52. This year, however, wool deliveries to the ports from the Union, South West Africa and Basutoland have steadily exceeded last year's. In May the 1952-53 clip was 36 thousand bales (about 11 million lb.) ahead of last year's clip at this time, with four months still to go—Johannesburg, June 30.

UNITED STATES

Maple Sugar and Syrup—The 1953 season was a very poor one for New Hampshire maple sugar and syrup producers. Production for the state as a whole was 25 per cent below last year—Boston, July 13.

Potatoes—New England farmers intend to plant 181 thousand acres of potatoes this year. This is 3 per cent more than a year ago, but 20 per cent below the 10-year average. In Maine an estimated 152 thousand acres are to be devoted to potatoes, a 5 per cent increase over 1952 but 13 per cent below the 10-year average. Growers in Massachusetts and Rhode Island plan small acreage increases but New Hampshire, Vermont and Connecticut growers will cut acreage —Boston, July 13.

WEST GERMANY

Aluminum—Taking into account the aluminum plants in Toeging, Luenen, and Grevenbroich, construction of which is practically completed, the German aluminum industry has reached prewar production capacity. Annual production is calculated at 120 thousand tons which is considered sufficient to cover domestic demand for some years to come. In 1952 Germany produced 5·2 per cent of total world aluminum production, as compared with 4·1 per cent in 1951—Bonn, July 9.

United States

Transporting Farm Products

The coming of bigger trucks, of improved design, travelling over better roads, has brought a significant change in the moving of farm products to market.

WASHINGTON—The most outstanding change in recent years in the methods of transporting food in the United States has been the rise in the use of motor trucks, particularly as long distance carriers.

The past two decades have brought notable advances in the design of motor trucks, significant changes in the size and construction of truck bodies, the development of better brakes and tires, and the improvement of the vast network of roads over which trucks operate. Trucks now are wider and longer and can carry heavier loads. Semi-trailer and tandem units have been developed. The 2½-ton truck which was a relative giant on the roads twenty years ago now is a comparative pygmy. Trucks have been designed for special needs, including the transporting of food.

Building Up Road System

The invention of the gas engine and its adaptation to a vehicle to transport people speeded the coming of a modern highway system. As this system was enlarged and improved, motor trucks were built to carry larger quantities of commodities and became a major means of transporting food on a national scale.

From 1930 to 1950 the United States busied itself with the building of roads. There were about three million miles of rural roads in 1929, about one-fifth of them hard-surfaced. By 1948 the mileage had not increased a great deal, but more than one-half these roads had been surfaced. In the same period the larger truck routes of the state rural highway systems increased from 208 thousand to 475 thousand miles and the construction of extra-lane super-highways had begun.

As highway engineers gathered information on grades, curves, and surfaces to withstand traffic, the road system was extended. Old roads were rebuilt with heavier surfaces because the lighter surfaces had broken down. Many roads were relocated to take care of high-speed traffic.

It is reported that in 1931 the longest regular route of any trucking line was 530 miles and few exceeded 250 miles. In 1949, hauls halfway or all the way across the continent were commonplace.

In 1935 the average speed at which cargoes were moved by truck, including delays from consignor to consignee, was about 15 miles an hour. In 1950 the average speed on long hauls was about 25 miles an hour which, with few exceptions, is faster on the average than railroads. The flexibility of the truck which can move produce, by a fairly direct route, in any direction to almost any place where there is a market at the time it is

needed has influenced to a major degree the change from rail to truck transportation of a considerable number of agricultural products. The trucker can better serve the shipper with a trainload—and such shippers of food commodities are rare. The truck is now being used extensively to market food products in the smaller centres which cannot economically take a carload.

Railroads still carry the major part of the bulkier agricultural products such as wheat and other grains which are not perishable, and even a considerable volume of perishable commodities which must be carried in large volumes for long distances. But for products which must be moved fast from many production points, the motor truck is now the principal carrier. Generally speaking, the closer a market is to its sources of supply, the more extensive the use of motor trucks. The farther the market is from the supply, the greater is the use of rail.

—W. C. HOPPER
Agricultural Counsellor for Canada

Trade Commissioners on Tour

FROM TIME TO TIME Canadian Trade Commissioners return to Canada to bring themselves up-to-date on conditions in this country and to renew their contacts with businessmen here. Details of their itineraries appear regularly under this heading, as a service to exporters and importers who would like to discuss trading problems with them.

C. M. Croft, Commercial Counsellor for Canada in Sydney, Australia, begins the second part of his Canadian tour in Halifax, August 3-4. His itinerary is:

Halifax—August 3-4
Saint John—August 6
Montreal—August 10-19
Ottawa—August 20-22
Winnipeg—August 25-26
Vancouver—August 29-September 4

Richard Grew, Commercial Counsellor in New Delhi, India, began a tour of Canada in Ottawa on June 29. His itinerary is:

Toronto—July 27-31
Montreal—August 3-7

B. A. Macdonald, Commercial Counsellor for Canada in Bonn, Germany, began a tour of Canada in Ottawa, July 6-10. His itinerary is:

Saint John—July 28-29
Halifax—July 30
Sydney—July 31
St. John's—August 3-4
Toronto—August 10-14
Hamilton—August 17-18
St. Catharines: Welland—August 19
Sarnia—August 20
Windsor: Walkerville—August 21
Winnipeg—August 24-26
Regina—August 27
Calgary—August 28
Edmonton—August 29-31
Vancouver: Victoria—September 9-16
Ottawa—September 28-October 2

T. R. G. Fletcher, Canadian Government Trade Commissioner in Hong Kong, began a tour of Canada in Ottawa, June 29-July 10. He will visit Montreal, August 17-26 and Toronto, August 27-September 4. His complete itinerary will be published later.

T. J. Monty, Commercial Secretary for Canada in Brussels, Belgium, begins his Canadian tour in Montreal, August 24 to September 4. His itinerary is:

Montreal—August 24-September 4
Ottawa—September 7-12
Toronto—September 14-19
Guelph: Fergus—September 21
Brantford: Hamilton—September 22
St. Catharines: Welland—September 23
London—September 24
Sarnia—September 25
Windsor—September 26
Vancouver—October 5-10
Winnipeg—October 12-13
Ottawa—October 15-17

A. W. Evans, Commercial Secretary for Canada in Havana, Cuba, began a tour of Canada in Toronto on June 1st. His itinerary is:

Windsor: Walkerville—August 17
Chatham—August 18
London—August 19
Kitchener—August 20
Guelph—August 21
Hamilton—August 24-25
Victoria—August 31
Vancouver—September 1-3
Calgary—September 4
Edmonton—September 5
Saskatoon—September 7
Winnipeg—September 9

C. J. Van Tighem, Consul of Canada and Trade Commissioner in São Paulo, Brazil, began a tour of Canada on June 3 in Hamilton. He will visit Vancouver from July 29-31.

Businessmen may get in touch with these officers through the Board of Trade in Saskatoon, Chatham, Brantford, Guelph, Montreal, Quebec, Saint John, Sydney and Halifax; the Chamber of Comerce in Calgary, Regina, Kitchener, London, Welland, St. Catharines, Windsor, Sarnia, Hamilton, Brockville, Arvida, Chicoutimi, Rimouski, Shawinigan and Three Rivers; the Canadian Manufacturers Association in Edmonton, Winnipeg and Toronto; the Dept. of Trade and Industry in Victoria; the Dept. of Industry and Development in Fredericton (295 Queen St.); and the Department of Trade and Commerce in Ottawa, Vancouver (355 Burrard St.) and St. John's (Stott Bldg.).

India

More Liberal Import Policy

NEW DELHI—The Indian import policy for the period July-December 1953 was announced on June 25, and indicates a more liberal policy for a number of commodities which may be imported from the hard currency area.

Some provision has been made for new importers to obtain import licences for certain commodities, but, generally speaking, the great majority of licences will be granted to importers in India on a percentage basis of their past record of imports of the commodity in question. These percentages vary considerably from commodity to commodity, and the licensing period varies from three to six months, from July 1953.

The Objective

Import quotas on a number of items remain unaltered, although in a few cases small cuts have been possible because of improved local production and supply. However, the overall objective of the Government of India is to have adequate stocks in the market, and to improve the quality of local production. For this latter purpose, the import quotas of machinery not manufactured in India, and for industrial raw materials, have been liberalized to some extent. Provision has also been made for increased imports of certain consumer goods considered essential, including condensed milk.

Steps have been taken to simplify the licensing procedure; control has been decentralized, licensing validity periods for certain commodities have been extended, and new licences have been granted on the basis of those issued during previous licensing periods.

Imports from Dollar Area

For the first time in several licensing periods, a number of items re-appear in the Import Licensing Schedule as procurable from the dollar area. These include such food items as condensed milk, infants' milk foods, farinaceous or patent foods and breakfast foods. Other items are domestic refrigerators, typewriters, certain types of machinery, dairy and poultry farming appliances, secondhand woollen clothing and steel belt lacing. Among the items for which import quotas have been increased are air-conditioners, refrigeration machinery, printers' ink, cellulose acetate butyrate and penicillin preparations.

A substantial list of items may be imported from the dollar area, and a partial list of the commodities which may particularly interest Canadian manufacturers and exporters follows. It must be emphasized, however, that practically all licences for the import of such items will be granted to local importers on the basis of imports through connections already established.

Non-ferrous metals and semi-manufactures

Iron and steel, copper, brass, bronze etc., electrodes, and rod, wire, foil and strip for gas welding and brazing

Aluminum circles, sheets and strips

Aluminum in any crude form

Leather belting

Diesel and petrol engines and parts

Outboard motors

Certain machinery, pumps and compressors

Paper insulated power cables

High tension insulators

Powdered milk containing not less than 18 per cent cream, intended for infant feeding

Milk, condensed or preserved

Canned fish

Milk food for infants

Cinematograph films

Photographic film and paper

Photographic instruments and apparatus, other than cinema

Printers' ink

Secondhand clothing, woollen

Hardware, ironmongery and tools, excluding machine tools and agricultural implements

Domestic refrigerators and parts

Typewriters and parts

Radio parts

Brake fluid

Farinaceous and patent foods, canned or bottled

Breakfast foods and pearl barley

Rubber contraceptives

Tractor tires and tubes

Wood and timber, all sorts, excluding plywood

Wood pulp

Newsprint

Air-conditioners

Office machines and parts

Dairy and poultry farming appliances

Raw asbestos

Synthetic resins

Penicillin and preparations, and certain other antibiotics

—R. K. THOMSON
Acting Commercial Secretary for Canada

Gift food parcels to Great Britain may now be insured, subject to the usual rates and conditions, the Post Office Department has announced. The Department points out that care should be taken to ensure that the parcels are properly packed in accordance with the regulations and that perishable articles are not enclosed.

COLOMBIA

Importers Deposits Increased—By a recent decree, Colombian importers have to deposit as much as 30 per cent of the peso value of the merchandise with the Foreign Exchange Control Board before shipment can be made. Hitherto, only a 10 per cent guarantee deposit was required, but the new scale requires deposits of 10, 12, 15, 20 or 30 per cent, according to the class of merchandise.

In formulating the decree and determining the appropriate deposit by products, the government was guided by two considerations—the volume of imports, and the relative need. The legislation, designed to curb imports which in the first five months of the year averaged $1·3 million a day, is meeting with determined opposition from businessmen and industrialists who resent having to finance such a substantial down payment weeks in advance of the merchandise's arrival—Bogota, July 7.

INDIA

Export Duties on Jute Manufactures Reduced—A cable from the Acting Commercial Secretary, New Delhi, reports that, effective July 16, the export duty is abolished on jute specialties and miscellaneous manufactures such as jute carpet yarns, paper lined hessians, tarpaulins, rope and mattings. Jute sacks and hessians continue to be subject to duty.

This means that the export duty of 80 rupees per ton of 2,240 pounds no longer applies on exports from India of jute carpet yarns, paper lined hessians, tarpaulins, rope and mattings. The export duty of 175 rupees per ton applicable on exports of jute sacks, and of 275 rupees per ton on hessians, remains unchanged.

IRELAND

Import Controls—By four Orders of the Government of the Republic of Ireland, issued under the Control of Imports Acts, 1934 and 1937, further quotas and quota periods have been announced as follows:

Pneumatic tires for motor vehicles: 5,000 articles as against a similar quantity for previous six months.

Pneumatic tires for bicycles: 17,000 articles as against 16,000 articles for previous six months.

Inner tubes for motor vehicle tires: 4,000 articles as against a similar quantity for previous six months.

Inner tubes for bicycle tires: 12,000 articles. Quota unchanged from previous six months.

In all of the above cases, the quota period extends from August 1, 1953 to January 31, 1954—Dublin, July 2.

JAMAICA

Customs Duties on Spirits and Tobacco Increased—The Jamaica import duties on brandy, gin, rum and whisky were increased on June 16 by 15s. per liquid gallon if imported in bottle, and by 18s 9d. per proof gallon if imported in other containers. The new rates are:

	British Preferential	General
In bottle, per liquid gallon	£5. 5. 0	£6.13. 0
Other, per proof gallon	£6.11. 3	£8. 1. 3

By law, bottled imports must not exceed 80 per cent proof strength.

The import duties on other (unenumerated) spirits, including liqueurs, cordials, mixtures and other spirituous preparations are assessed per liquid gallon, and were increased by 18s. 9d. under both tariffs. The present rates are £6.11.3 and £8.1.3, British Preferential and General, respectively.

Also, the duties on imported cigarettes were increased by 2s. 9d. per lb., bringing the rates to £1.14.1 and £1.15.1 under the respective tariffs; the excise on locally manufactured cigarettes was proportionately raised.

As a result, the retail cost of imported spirits has advanced by 2s. 6d. per bottle and of cigarettes by 1d. per pack of 10. The purpose of these increases is to raise more revenue in order to balance the Colonial budget—Kingston, June 17.

UNITED STATES

Invoicing and Labelling of Coal-Tar Products—The U.S. Bureau of Customs have placed the following notice in the *Federal Register*, issue of July 8, 1953:

"Paragraph 28(*f*), Tariff Act of 1930, provides that it shall be unlawful to import or bring into the United States any coal-tar colour, dye, stain, colour acid, colour base, colour lake, leuco-compound, indoxyl, or indoxyl compound unless the immediate container and the invoice shall bear a plain, conspicuous, and truly descriptive statement of the identity and percentage, exclusive of diluents, of such colour, dye, stain, colour acid, colour base, colour lake, leuco-compound, indoxyl, or indoxyl compound contained there.

"Pursuant to this provision of law, the Department of the Treasury has prescribed in the Customs Regulations of 1943 that the invoice and container of the above-named products must state, among other things, the Schultz number, Colour Index number, or U.S. Standard number of the product, if any. If none, there must be stated the

chemical classification of the dye (whether acid, basic, direct, etc., with after treatment, if any), together with a statement of the chemical composition of the intermediates from which the finished dye is made.

"In the absence of a Schultz, Colour Index, or U.S. Standard number of a dye consisting of a mixture of two or more dyes, the information required above for each component dye in the mixture (except the method of application) shall be given, together with the method of application of the mixture.

"Notice is hereby given, pursuant to section 4 of the Administrative Procedures Act that, in order to facilitate the identification of imported dyestuffs, it is proposed to require that the following information be furnished with respect to each importation of coal-tar dyestuffs:

(*a*) Trade name of the article and name of manufacturer.

(*b*) Percentage of colour, dye, colour acid, colour base, colour lake, leuco-compound, indoxyl, or indoxyl compound contained therein exclusive of diluents.

(*c*) Schultz number, Colour Index number, the Foreign Prototype number, or U.S. Standard number, if any.

(*d*) If none of the numbers referred to in (*c*) can be given, information shall be furnished as follows:

(1) Method of application (whether acid, basic, direct, etc., with after treatment, if any) and chemical classification (whether azo, anthraquinone, sulphur, etc.).

(2) If known, the different names under which sold abroad and in the U.S. and the name of the comparable American-made dye with name of the U.S. manufacturer.

(3) Scientific name and structural formula, if no scientific name, the scientific name and structural formula of each intermediate used in making the imported product.

(*e*) If the imported product consists of a mixture of two or more colours, dyes, etc., the information indicated above shall be given for each colour, dye, etc. in the mixture, together with the proportions of each component colour, dye, etc. in the mixture.

"Prior to the final adoption of such regulations, consideration will be given to any data, views, or arguments pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Customs, Washington 25, D.C., within the period of 30 days from the date of publication of this notice in the *Federal Register*. No hearings will be held."

Foreign Exchange Rates

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

Conversions into Canadian dollars have been made at cross rates with sterling or the United States dollar on the date shown.

Except when buying and selling rates are specified, the mid rates only are quoted. The buying rate is that at which banks purchase exchange from exporters. The selling rate is that at which banks sell exchange to importers.

When several rates are indicated, the rate applicable depends on the commodity traded. Information on the rate for any specific commodity may be obtained from the International Trade Relations Branch, Department of Trade and Commerce, Ottawa.

Rates used exclusively in non-merchandise trading are *not* included in the table.

For conversion to United States dollar equivalents multiply by 1·00851.

Country	*Unit*	*Type of Exchange*	*Canadian dollar equiv. July 16*	*Notes (See below)*
Argentina	Peso	Preferential buying	·1322	
		Basic buying	·1983	
		Preferential selling	·1983	(1)
		Basic selling	·1322	
		Free	·07137	
Austria	Schilling		·03814	
Australia	Pound		2·2330	
Belgium-Luxembourg & Belgian Dependencies	Franc		·01985	
Bolivia	Boliviano	Official	·00522	
British West Indies	Dollar		·5815	(3)
	Pound		2·7912	(4)
	Dollar	Brit. Honduras	·6978	
Brazil	Cruzeiro	Official	·05360	tax 8%
		Free	·02307	(2)
Burma	Kyat		·2093	
Ceylon	Rupee		·2093	
Chile	Peso	Official	·00901	(1)
Colombia	Peso	Basic	·3966	tax 3% (2)
Costa Rica	Colon	Official	·1766	(5)
		Controlled Free	·1493	*
Cuba	Peso		·9916	tax 2%
Czechoslovakia	Koruna		·1377	
Denmark	Krone		·1436	
Dominican Republic	Peso		·9916	
Ecuador	Sucre	Official	·06611	(6)
		Free	·05712	
Egypt	Pound		2·8473	
Fiji	Pound		2·5146	
Finland	Markka		·00431	
France	Franc		·00283	
French Africa	Franc		·00566	
French Pacific	Franc		·01558	
Germany	D Mark		·2361	
Greece	Drachma		·000033	
Guatemala	Quetzal		·9916	
Haiti	Gourde		·1983	
Honduras	Lempira		·4958	
Hong Kong	Dollar	Free	·1642	*July 3
Iceland	Krona	Official	·06089	
		Special buying	·04688	
		Special selling	·03777	
India	Rupee		·2093	
Indonesia	Rupiah	Basic	·08698	(7)
		Dollar certificate	·00187	*

* Latest available quotation date.