
Trade-mark registration agreement with China

Canada and the People's Republic of China signed on July 16 in Peking a reciprocal trademark-registration agreement.

The agreement provides that "persons, partnerships, companies, corporations and governmental enterprises of either country may apply for registration of trademarks in the other country in accordance with its law and be granted the right to exclusive use thereof".

Trade with Britain

Canada's trade surplus with Britain reached its peak level since 1946 in 1970. The surplus stood close to \$750 million. Exports reached a record total of \$1,485 million in that year, but imports declined 7 per cent from 1969 to \$738 million. The course of trade changed subsequently, with imports increasing 13 per cent in each of the next two years and exports declining 7 per cent and 4 per cent. The trade surplus shrank to some \$380 million in 1972. At \$1,328 million, exports to Britain accounted for 6.5 per cent of Canada's total 1972 exports and, at \$949 million, imports from that country represented 5 per cent of all purchases from abroad. In 1960, these relative shares were over 17 per cent for exports and nearly 11 per cent for imports.

The commodity composition of trade has continued to shift towards a larger share of end products in both imports and exports, although end products account for only 12 per cent of exports compared to 72 per cent of imports. Fabricated materials account for about half of all exports and a quarter of imports.

The \$54-million 1972 decline in exports was largely due to a small group of commodities. Shipments of nickel metal were lower by \$48 million and nickel ores by \$21 million. Exports of aluminum decreased by \$18 million, those of aircraft equipment by \$13 million and those of trucks by \$2.5 million. Shipments of iron ore and barley were each lower by some \$14 million. Export of forestry products rose in 1972. Newsprint was up \$23 million,

pulp up \$12 million and plywood \$11 million.

The 13 per cent rise in imports of \$112 million in 1972 was concentrated in manufactured goods – personal and household goods, \$19 million; motor vehicle engines, \$15 million; ships and aircraft, \$11 million; mining, oil and gas machinery, \$9 million; telecommunication and related equipment, \$8 million.

With renewed expansion in economic activity in the two countries, Canadian exports rose nearly 8 per cent to \$580 million in the first five months of 1973 from \$538 million in the same period of 1972. Imports from Britain increased 3 per cent to \$425 million from \$413 million.

Contributing prominently to the cumulative increase in exports of \$98 million to Britain for the first four months of 1973, for which detailed commodity information is available, were: metal ores, \$27 million; wheat and tobacco, each \$11 million; and nickel metal, \$10 million.

The rise in imports of 4 per cent to \$327 million in the first four months of 1973 from \$314 million a year earlier was due to small and generally offsetting changes covering many commodities, except for a \$10-million decline in imports of passenger cars, partly owing to production problems.

Assistance for B.C. Indian fishermen

The British Columbia Indian Fishermen's Assistance Program has been renewed for another five years with a budget of \$10,196,000, Jean Chrétien, Minister of Indian and Northern Affairs and Jack Davis, Minister of Environment announced recently.

Financed by the Department of Indian Affairs and administered by the Department of the Environment, the program provides loans and grants to Indian fishermen for the construction, purchase, conversion and modification of fishing vessels, equipment and shore facilities.

The program, in revised and strengthened form, will emphasize on-the-job and institutional training.

To help Indian fishermen now renting vessels to purchase their own vessels or upgrade present equipment, the minimum down-payment for loans has been reduced. The eligible age for

borrowers has been lowered from 21 to 19 to allow younger Indians entry into the industry as owner-operators.

From 1968 to 1973, the program proved successful in increasing versatility, productivity and earning-power for Indian fishermen. Work of the Fishermen's Assistance Board has brought Indian fishermen closer to the economic level of non-Indian members of the B.C. fleet.

Canada/U.S.S.R. co-operation in civil aviation

Increased co-operation between Canada and the U.S.S.R. is expected following signing of a document on the civil aviation section of the Canadian-Soviet Transportation Working Group, according to a joint announcement by Jean Marchand, Minister of Transport, and Alastair Gillespie, Minister of Industry, Trade and Commerce. The Transportation Working Group was formed under the Canadian-Soviet Agreement on Co-operation in the Industrial Application of Science and Technology, signed in Moscow on February 1, 1971.

The document includes a record of proceedings, terms of reference and plan of exchanges between the two countries on a variety of matters of mutual interest.

Following nine days of discussions of draft proposals, the Working Group agreed on a plan of Canadian-Soviet co-operation in design, construction, equipment and maintenance of airports. Areas discussed included airport complexes, airport lighting, air-traffic control, air navigation and landing aids, maintenance and repair of runways, taxiways and aprons, air terminals, aircraft-handling and servicing, STOL systems equipment including DHC-7 aircraft, plus airborne navigation, landing, take-off and communications systems.

The Canada-U.S.S.R. co-operative arrangements include meetings, seminars and exchanges of correspondence reports and technical information.

The Soviet delegation was headed by A.P. Zhuravlev, Chief of the Department of Capital Construction, Ministry of Civil Aviation of the U.S.S.R., and the Canadian delegation was headed by M.M. Fleming, Deputy Administrator, Canadian Air Transportation Administration, Ministry of Transport.