

Canadian-British Committee On Trade To Be Established

By HAROLD MORRISON
LONDON (CP)—Canada and Britain have formally agreed to establish a joint cabinet committee on trade and economic problems.

The first meeting may take place in the fall, probably here. A Commonwealth finance ministers meeting is to take place in Montreal Sept. 21-22, and one British official suggested the first Anglo-Canadian cabinet committee meeting could be held in conjunction with that gathering.

But in Canadian quarters a Commonwealth finance ministers meeting is to take place in Montreal Sept. 21-22, and one British official suggested the first Anglo-Canadian cabinet committee meeting could be held in conjunction with that gathering.

Britain's Ability To Compete In World Markets

These various problems, say British officials, give emphasis to Jay's argument that Canada has far greater access to British markets than he British have in Canada and that unless some means of better trade balance can be obtained, pressure may grow in Britain that purchases from Canada ought to be switched elsewhere.

Canadian officials maintain that much of the British purchases from Canada include essential raw materials without which Britain could not maintain her factories and her exports.

An Anglo-Canadian committee of senior economic officials has been functioning for some time and elevation of the discussions to the cabinet level may give added emphasis to the need of finding solutions urgently.

However, the view in Canada and Britain is that Britain must be equally concerned with finding assurance of adequate long-term financing of her international payments deficit, currently covered in part by promises of short-term credit by Canada and 10 other countries.

Newfoundland Government Assists In EPA Financing

By DON McLEOD
GANDER, Nfld. (CP)—The Newfoundland government's decision to pay 25 per cent of certain Eastern Provincial Airways' passenger fares has involved the province even more deeply in the operations of the financially troubled scheduled services of the airline.

It also appears an attempt to outflank federal regulations against direct government subsidies for any airline in the country EPA has been created.

A few weeks after he made the statement in the legislature, EPA announced a \$6,000,000 government-backed bond issue, mainly to repay an earlier capital bank loan.

free coupons to all passengers travelling by EPA between any two points in Labrador and in Newfoundland worth 25 per cent of their fare. Mr. Smallwood said this did not breach Air Transport Board regulations against subsidizing the airline itself.

BENEFITS PASSENGERS
There is nothing to stop this government from paying part of the regular air travel fare," he said. The rebate system believed unique in Canada, means a passenger travelling from St. John's to Wabush, Labrador, will pay \$56.25 for the flight instead of \$75.

The premier has estimated the rebate will cost the government \$300,000 this year and more later if there is an increase in passenger travel.

Mr. Lewington has been an advocate of a regional air policy for Canada that would permit subsidies for smaller airlines—EPA is the country's fourth largest—where they perform vital services but runs prove un-

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economic. He has headed EPA since 1964. The year its headquarters were moved here from St. John's.

The takeover of MCA in 1963 helped to strengthen the position of some routes operated by each of the two, he said. He declined to say whether a regional air policy would be the whole answer.

Headquarters of the entire operation serving the four provinces is maintained here and in EPA has a staff of 450 persons, and operates 36 aircraft over 3,200 miles in the Atlantic provinces.

Premier Smallwood said at the time he announced the rebate on passenger fares that similar freight assistance to consumers in Labrador but this problem was more difficult. His official statement was that the rebates would be "of practical assistance" to air travel between the island of Newfoundland and Labrador.

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At that time Jay maintained that Canadian anti-dumping concessions provided for British exporters did not go far enough. He also asked that the Canadian government eliminate discrimination in favour of Canadian manufacturers in bidding on government contracts.

Winters has edged closer to the British view by accepting Jay's basic principle of non-discrimination in considering bids on government contracts, although he has stated the principle must be applied "judiciously."

Winters has acknowledged that the Canadian government does tend to give preference to domestic suppliers, but he maintains that Canadian manufacturers can stand on their own feet and meet the competitive bids of British and other suppliers.

Another nagging problem is the price of raw materials, particularly copper. The British government has complained that importers must pay more for Canadian copper than do United States buyers. Canadian officials say there is nothing they can do about the price. It is a matter for industry and commercial markets.

World copper prices have skyrocketed because of a shortage and because of the political difficulties between Rhodesia and Zambia, one of the world's major copper producers. Because the U.S. government has forced American producers to hold the copper price line, Canadian shippers have kept their own export prices to the U.S. in close relationship to remain competitive.

BRITAIN PAYS MORE
However, Canadian shipments to other countries, including Britain, are related to the world price which is sharply higher. This has led to British complaints that they have to pay much higher prices for Canadian copper than the Americans do. This in turn has led to increases in prices of British finished products, reducing

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