



PANAMANIANS FLEE TROOPS

Youthful Panamanians flee through this rubbish-littered street in Panama City Thursday in advance of approaching National Guard troops. Destructive rioters and demonstrating students littered the streets in their attempts to slow up soldier patrols. (AP Wirephoto)

TIMELY NOTES ON FUR FARMING

The seventh annual fur fashion previews were staged in Montreal last week, and 17 of the 20 awards went to Montreal manufacturers. The remaining three went to Toronto firms. Awards were made in 19 garment categories, and there was a two-way tie in the Black Persian Lamb category.

Three Montreal manufacturers succeeded in winning two awards each. Next year the show will, in all probability, be held in Toronto.

The Hudson's Bay Company fur sales in New York last week had a turnover ranging from 89 to 100 per cent in the various types. Prices for the regulars, stewards, and homozygous goods were called "very firm" to the last sale in April, with an underlying tone of light strength" by an H.B.C. spokesman. The collection was termed "ordinary".

Here are some of the reported prices: Autumn Haze (regulars) — 36,289, were 83 per cent sold. Top prices for males was \$44, females \$17.75. Stewards, 26,241, were 89 per cent sold with a top price of \$42 for males, females \$21. Desert Gold brought a top price of \$36 for males and \$14.50 for females.

IMPROVED DEMAND
The salesroom comment was that pastel mink sold at prices very near February levels, with widespread buying boosting turnover into the 90 per cent bracket. The room was delightfully surprised at the recovery in prices from the April sale, and the strength of the market. This was particularly commented on as the more surprising because of the mediocre quality of a good percentage of the offering. They claimed that the April collection averaged better quality, but did not realize as firm prices.

The market was further heartened by the performances of the pastels, considering that there was no shortage of them. Pastels are now considered as representing 35 to 40 per cent of the EMBA crop, and the prices they attain determine the way the market is going for the season. So the firmness in this initial May EMBA offering signals the season is going well.

The Hudson's Bay Company, Montreal, announced that their next auction will be held May 22 and 23. On May 23, they will offer 5,000 wild mink, 5,000 dark

standard mink, and 25,000 mutations, including sapphire, pastel and silver blue. Selling will start at 1.00 p.m. on May 22, and at 9.00 a.m. on May 23. Goods went on show May 20 at 9.00 p.m.

There probably will be another Canada Pageant on fur fashion this year, but the precise form it will take has not been determined. New discussions will be held in a month or so, after retailers have returned home to talk things over locally.

That, in short, is the outcome of the meetings between fur retailers, manufacturers and other invested groups at the seventh annual Fur Fashion Previews and Convention held two weeks ago at Montreal.

FUR SHOW

In Eastern cities, such as Halifax and Quebec City, where the public turnout was specially good, retailers are in any case determined to have some kind of fur show with which to kick off their selling season. In the West reaction was varied but there is considerable enthusiasm for the idea that last year's pageant should be followed up with a repetition this year in one form or another.

And here is a brief review of the Canadian Fur Auction Sales Company (Quebec) Ltd., which was held last week in Montreal. Standard dark and pastel mink were best sellers at the above auction, both were 75 per cent sold at firm prices, compared to March levels. Demand was well distributed among Canadian and New York buyers.

Other mink colors, including sapphire and silver blue, were about 55 per cent sold at unchanged prices for average quality types. Wild mink also was in limited demand, selling 55 per cent at unchanged prices. Offerings of gun metal, white and miscellaneous mink mutations did not arouse any great interest, and silver foxes were mostly withdrawn.

Official company comment runs as follows: "Dark and pastel mink both 75 per cent sold, good demand, at firm prices; wild mink, sapphire and silver blue 55 per cent sold, fair demand, unchanged. Gun metal and white, small collections, mostly unsold. Limited demand for silver fox which was mostly withdrawn."

Radar Network From Arctic Circle To Cape Race Now

OTTAWA (CP) — Canada's eastern approaches now are protected by a flank radar network from the Arctic Circle to Cape Race, southeastern tip of Newfoundland.

Informants disclosed Thursday that Canada's three warning lines have been linked up on the East Coast and that the "gap-filler" radar program undertaken in 1955 has been completed.

The "gap-filler" radar stations were built to plug holes in the Canadian warning network discovered by practice flights southward from the polar regions.

New radar installations were built along the Atlantic seaboard, mainly in Labrador and Newfoundland, and in Nova Scotia, Ontario, and British Columbia.

The installations were constructed and are manned by United States personnel. Their entire cost was borne by the U.S.

Canada's three radar chains, in order of completion, are: Pinetree, built in southern Canada at a cost of \$450,000,000 with two-thirds of the amount paid by the U.S. and one-third by Canada. This network extends from the East Coast to Winnipeg and from the Peace River area of Alberta to Vancouver Island.

MID-CANADA LINE
The mid-Canada line along the 55th parallel, it extends from the Labrador coast to the Peace River area where it hooks up with Western Pinetree. Canada paid the full cost of \$200,000,000. It will cost \$22,000,000 to operate this year.

The DEW (Distant Early Warning) line in the Canadian Arctic. It extends from Baffin Island west to Alaska and cost the U.S. some \$500,000,000.

Defence planners were worried about "end runs" by enemy bombers around the lines. Consequently, "gap-filler" stations were built along the entire Atlantic Coast. Canada and the U.S.

signed an agreement June 13, 1955, for their construction.

Other "gap-filler" sites were erected in Nova Scotia, Ontario and British Columbia to beef up the Pinetree line.

There is no pinetree across the southern Prairies because it was felt major potential targets were on both coasts of North America. However, this gap now is filled by the Mid-Canada line farther north.

No radar chain has been thrown up on the West Coast because of the vast Pacific overcropping of Alaska where there is a heavy defensive system of radar and fighter squadrons.

Eight of Canada's nine interceptor squadrons are concentrated in Ontario and Quebec and in the ninth is stationed at Comox, B.C. A U.S. Air Force interceptor squadron is based at Goose Bay, Labrador, and there is another at Stephenville, Nfld.

INCREASE AID
LONDON (Reuters) — Britain will give Libya £3,250,000 annually for the next five years as financial aid under a 1953 treaty, government sources said Thursday. The new aid figure is £500,000 a year more than in the last five years.

1/2 AWAKE NIGHTS **1/2 ASLEEP DAYS**
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Check YOUR CAR YOUR DRIVING ACCIDENTS

See Farm Price Props Good But Not Without Problems

By HAROLD MORRISON
Canadian Press Staff Writer
OTTAWA (CP) — The government's new price props are offering farmers more revenue but they're not without their pitfalls and problems.

Take asparagus and butter. Originally the government had no plan to put a floor price under asparagus but along came British Columbia growers and a new entanglement started, officials said Thursday.

The Western producers turn out only a small part of the Canadian asparagus crop. Most of it is grown in Ontario. But the B.C. farmers appealed for federal help because packers wouldn't take their crop for canning this year.

The government agreed to a floor price of 17 cents a pound if the packers would take the crop—about 300,000 pounds—at 14 cents. In other words the government would pay growers three cents a pound which on the basis of a 300,000-pound crop would be a mere \$9,000.

RAISES FURRORE
Ontario canners were furious. They had just agreed to pay Ontario growers 18 cents a pound and this province usually markets a drop of between 2,500,000 and 3,000,000 pounds. Federal officials said these packers raised the question of why they should have to pay 18 cents when B.C. packers were paying only 14.

Ontario packers broke their purchase agreement and growers raised the cry: "On to Ottawa." The government quickly agreed to help. It placed a floor of 18 cents on Ontario asparagus, providing the packers agreed to pay 15 cents.

In other words, the federal treasury would shell out three cents a pound, or a total of between \$75,000 and \$90,000. This ad-

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Oil Company Opposes Block In Imports To United States

By FORBES RHUDE
Canadian Press Business Editor

It is not in the American public's interest to shut off oil imports, and it is not in its interests "to close the door in the faces of our friends."

These are concluding statements in a 54-page booklet entitled The Shift of World Petroleum Power away from the United States—published by Gulf Oil Corporation of Pittsburgh from material prepared by Leonard M. Fanning, editor of World Petroleum Policies, an American oil news service.

The case which the booklet presents may be summed up in its own words as follows: "If we have to compete in the world supply arena and in world markets, we have to take an international look and scan broad horizons with a telescope, rather than confine our study to microscopic domestic considerations."

Combating views of those concerned with current over-supply in the United States, the booklet describes this as a temporary situation, adding that forecasts "unanimously advanced by experts" show mounting U.S. and free-world demand.

NEGATIVE TRENDS
Citing "negative" trends in U.S. oil discoveries, the booklet says: "We have no choice but to rely on imports to the necessary extent. If we aren't careful, if we impose arduous tariffs and burdensome restraints, we'll get higher costs without adequate supply."

The booklet says there is also at stake foreign trade and investment, U.S. prestige abroad and "the question of whether we will keep our friends." It adds: "Already, import restrictions have stirred unfavorable reaction among our friends and allies. Canada and Venezuela talk of retaliation."

"Canadians say that if we won't take their oil they shouldn't take our goods; and Canada is our most important market."

TRANSFORMATION IN OIL

A complete transformation in the world of petroleum has occurred in the last two decades, the booklet states.

In 1935 the U.S. produced 68 per cent of free-world oil; in 1957, only 47 per cent.

In 1938 U.S. reserves were 59 per cent of free-world reserves; now they are only 14 per cent, with the middle east alone accounting for 71 per cent.

In 1945 the U.S. consumed 68 per cent of free-world oil; in 1957 it consumed 54 per cent.

This share decreased despite the fact that American consumption rose by 79 per cent. Europe's consumption went up 292 per cent and that of the whole free world by 219 per cent.

"The fact is, most U.S. oil country has been explored and cost is making it more and more difficult for domestic oil to compete with foreign oil."

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Monday, May 26, 1958
Page 12, The Guardian

DEATH TOLL RISES
BOMBAY, India (Reuters) — Four of the injured in Wednesday's train crash near Chamaraj station died Friday, bringing the death toll to 30.

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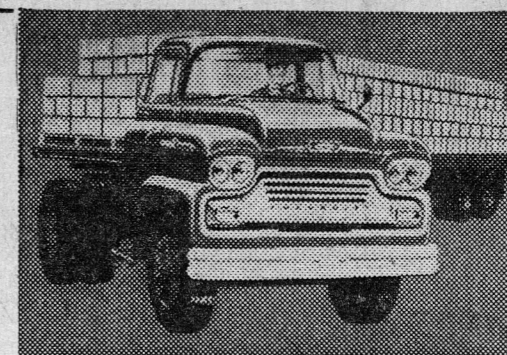
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Choose from eighteen cost-cutting panel and Fwd. Cont. models, including the largest panel body made!

GVW range from 5- to 18-thousand pounds. There's a model for every job, with new advantages in every model.



LCF MODELS for manoeuvrability... with extra payload

Your choice of ten husky LCF models. GCW from 32- to 48-thousand pounds make it easy to hustle your big loads.



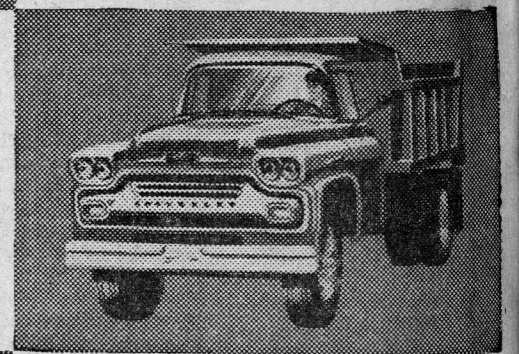
PICKUPS for easy loading, low-cost delivery

Chevrolet offers you ten — including the stylish new Fleetsides with 50% more load space. Body lengths are from 78" to 108".



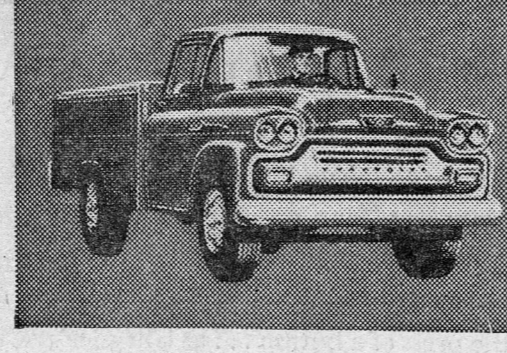
60 SERIES loads of power for load profits

Six all-new models, powered by Chevrolet's massive Jobmaster Six. You get unbeatable thrift with big-truck power in these 21-thousand pounds GVW haulers.



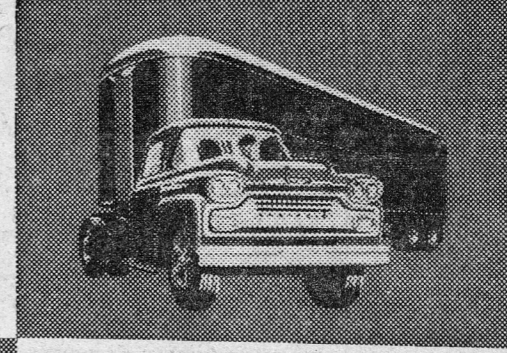
80 SERIES even bigger loads, even bigger profits

Meet Chevrolet's big-muscled performers... all five in this series bring you GCW of 35,000 pounds. They're husky performers with a wide range of applications.



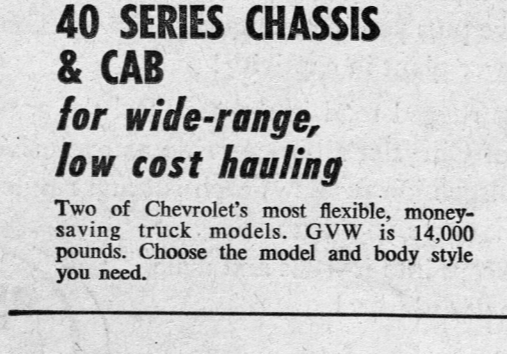
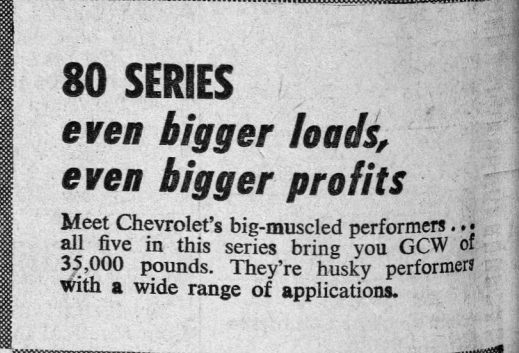
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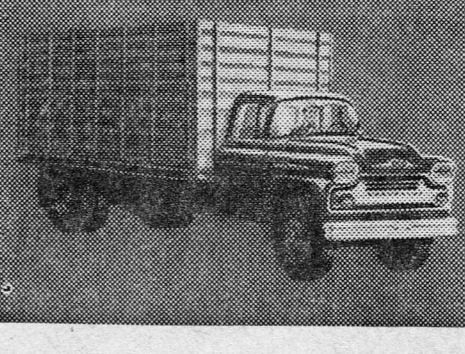
100's and TANDEMS for the really rugged jobs and extra heavy loads

The heavy-weight dumps! Chevrolet offers you a choice of 11, with GCW up to 50,000 pounds. Pile on those back-breaking loads — these Chevrolets make light work of them all.



40 SERIES CHASSIS & CAB for wide-range, low cost hauling

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