

## CHEMICALS FOR SOUTH AMERICA

"There is a rapidly-growing market in South America for industrial chemicals," Mr. George Hees, the Minister of Trade and Commerce, stated recently, "and there are definite opportunities throughout the area for Canadian chemical manufacturers, particularly in the organic specialties field." Mr. Hees was commenting on the preliminary findings of the Organic Chemicals Trade Mission to South America, which recently met in Ottawa to discuss with officers of the Department of Trade and Commerce the results of its fact-finding visit in November, to Argentina, Brazil, Colombia and Venezuela. The purpose of the Mission was to explore the possibilities of increasing immediate and long-term sales in South America of the more than 500 types of organic chemicals produced in Canada.

### SALES EFFORT NEEDED

"The Trade Mission found a tremendous amount of goodwill towards Canada and a genuine desire to do business with us," Mr. Hees said. "However, Canadian companies wishing to enter and maintain themselves in the lucrative South American market for industrial chemicals must be prepared to embark on a comprehensive and sustained sales effort. South Americans are not generally aware of the range and volume of chemicals available in this country today, and few Canadian chemical firms are known there. As a matter of fact, the Mission found that few South American chemical importers were aware of the recent devaluation of the Canadian dollar, which has made Canada more competitive in the export field generally."

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## DECEMBER STRIKES AND LOCKOUTS

There was a substantial decrease in the number of work stoppages in December compared with the previous month, and both the number of workers involved and the number of man-days lost were also considerably reduced, according to a preliminary summary of strikes and lockouts recently released by Labour Minister Michael Starr.

There were 29 stoppages in December, involving 3,641 workers with a time loss of 56,660 man-days. In November there were 49 stoppages, involving 9,565 workers and a time loss of 76,740 man-days. More than 76 per cent of the December time loss was accounted for by two disputes, one involving chemical workers at Shawinigan, Quebec, and the other primary-metals workers at Tracy, Quebec.

### PROVINCIAL RESPONSIBILITY

All the work stoppages were in industries under provincial jurisdiction. Of these, 14 were in Ontario, seven were in British Columbia, six were in Quebec and one each in Nova Scotia and Alberta.

Six of the December stoppages involved 100 or more workers. Of these, four were terminated by the end of the month.

### BY INDUSTRY

A breakdown by industry of the month's stoppages shows 16 in manufacturing, four in construction, four in trade, two in transportation and utilities, two in public administration and one in forestry.

Based on the number of non-agricultural wage and salary workers in Canada, the number of man-days lost represented 0.05 per cent of the estimated working time. In November, the percentage was 0.07. The corresponding figure for December 1961 was 0.13.

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## CF-100 SQUADRONS DISBAND

The Air Division of the Royal Canadian Air Force has begun flying its CF-100 aircraft to the United Kingdom for disposal. This month's disbandment of four CF-100 squadrons is the end of an era for the RCAF in Europe that reaches back to November 1956. It was during that month that the first CF-100 squadron assigned to NATO, 445 "Wolverine" Squadron, flew its aircraft across the Atlantic to its new base at Marville, France, site of No. 1 Wing.

The following year, the remaining three squadrons chosen for European service took their places at each of the fighter wings, replacing an F-86 "Sabre" day-fighter unit. In February, 423 Squadron arrived at No. 2 Wing, Grostenquin, France, and was followed in May 1957 by 440 Squadron, which was positioned at No. 3 Wing, Zweibrucken, Germany. The programme was completed in August, with the arrival of 419 Squadron at No. 4 Wing, Baden-Soellingen, Germany.

### FIRST CANADIAN MILITARY JET

Designed and built by the A.V. Roe Company of Malton, Ontario, the CF-100 "Canuck" was the first military jet completely designed and built in Canada. Designated an "all-weather interceptor", the 17-ton, twin-engine craft gave the RCAF in Europe round-the-clock interception capability.

By means of sophisticated airborne radar, coupled to an advanced fire-control system, the CF-100 and its crew of pilot and navigator could be guided by controllers on the ground to seek out unseen targets in cloud or darkness.

As the RCAF's Air Division in Europe assumes a new "strike-reconnaissance" role after its original job of air defence, the CF-100s and their veteran colleagues, the F-86 "Sabre" jets, are being replaced by supersonic CF-104 "Super Starfighters". Most of the squadron personnel, both aircrew and ground-crew, are being repatriated to Canada, to assume similar air force duties.