

contracts between companies. Some companies sold their contracts to more efficient producers, thus allowing a few to continue production beyond the time allowed under the terms of their original contracts. Owing to an insufficiency of ore reserves or high operating costs, or to both, most of the mines that closed could not have fulfilled their contracts in any event. Some spent more capital than they had expected, thus making debt repayment difficult. To these mines, especially, the provisions of the stretch-out plan were of great assistance.

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### LICENCES FOR VINTAGE AUTOS

Alberta owners of vintage automobiles may now obtain a specially-designed licence-plate from the Alberta Department of Highways Motor Vehicle Branch. The black-on-white plates, which carry the words "Antique Auto" and a registration number, went on sale June 1. About 35 sets were sold during the first month.

Regulations governing the use of the plates were recently put into effect covering all antique cars 25 years of age or older. The licence, which sells for \$11.00, permits the owner to operate the vehicle as a collector's item for use in exhibition parades, club activities or similar activities but not for general transportation. Antique vehicles may operate only during daylight hours unless they have been fitted with lights conforming to the provisions of the Vehicle and Highway Traffic Act.

The new plates do not have to be renewed each year. However if the car is sold, a \$10.00 transfer fee is charged to the new owner.

Owners of vehicles more than 25 years old are not compelled by the regulations to have their cars licensed as antique autos. Cars may be registered for general transportation if they comply with the regulations of the Vehicles and Highways Traffic Act.

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### COMMERCIAL FAILURES

The number of business failures recorded under the provisions of the Bankruptcy and Winding Up Acts in this year's second quarter increased 7.9 per cent to 669 from 620 in the same 1960 quarter, while estimated liabilities decreased 18.8 per cent to \$23,313,000 from \$28,711,000. Liabilities averaged \$34,800, compared to \$46,500 a year earlier, a decline of 25.2 per cent.

The largest number of failures occurred in the trade sector in this year's second quarter, rising 20.2 per cent to 321 from 267 in the same period of 1960. Insolvencies of food stores rose to 49 from 41, automotive products to 73 from 51, and furniture and appliances to 48 from 28. Insolvencies of construction establishments decreased to 111 from 145, while failures in the manufacturing industry rose to 76 from 71 and in the service sector to 102 from 79.

Bankruptcies in the second quarter increased in Quebec to 359 from 329 a year earlier and estimated liabilities to \$10,455,000 from \$10,415,000. In Ontario, the number of insolvencies was up to 257 from 218, while liabilities were down to \$10,514,000 from \$12,263,000. Bankruptcies in the Prairie Provinces were unchanged at 25 from the preceding year, while liabilities were down to \$771,000 from \$1,935,000. Failures in British Columbia decreased sharply to 14 from 33, and liabilities to \$415,000 from \$3,089,000.

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### NORWEGIAN ENVOY INSTALLED

On September 21, His Excellency Bredo Stabell today presented his letter of Credence as Ambassador Extraordinary and Plenipotentiary of Norway to Canada. The ceremony took place at the Supreme Court. The Chief of Protocol of the Department of External Affairs, Mr. Henry F. Davis, presented the Ambassador to the Deputy Governor-General, Chief Justice Patrick Kerwin. Mr. Norman Robertson, Under-Secretary of State for External Affairs, and Colonel A.G. Cherrier, Assistant Secretary to the Governor-General, were in attendance on the Deputy Governor-General on this occasion.

Mr. Bredo Stabell, who was born in 1908, entered the Foreign Service in 1940. He has served in Washington, Brussels, New York and Paris. From 1954 until his present appointment, Mr. Stabell has been the Director of Legal Affairs in the Norwegian Ministry of Foreign Affairs.

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### GOVERNMENT TESTS LIFEJACKETS

The Department of Transport is continuing its study and testing of new designs of lifejackets for small-boat users, Transport Minister Léon Balcer said recently. Mr. Balcer's statement followed questions as to what the department was doing to improve lifejacket standards. A Lifejacket Committee, formed under the direction of the National Research Council, is made up of representatives of the Council, the Department's Nautical Safety Section, the lifejacket manufacturers, the water-safety section of the Canadian Red Cross, boating organizations, law-enforcement bodies and other interested national, provincial and private groups.

This committee meets at regular intervals to study new designs and assess the value of those already under test and manufacture. Every effort is made to determine the best types of flotation materials and the designs best suited to give the wearer maximum safety under emergency conditions.

All new types of lifejackets, for which approval is required, are submitted to the Department by the manufacturer and these samples undergo stringent tests for buoyancy, durability, ease of use and comfort to the wearer. They are subjected to lengthy immersion, to extreme heat, to strength testing and