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A WEEKLY REPORT ON THE ECONOMY OF THE COMMON MARKET

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October 17 - 23, 1966.

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October 27, 1966.

No. 380

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# *Opera Mundi* **EUROPE**

**A WEEKLY REPORT ON THE ECONOMY OF THE COMMON MARKET**

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COMMENT  
A Letter from Rome

ITALY AND THE COMMON AGRICULTURAL POLICY

Although last July's Brussels agreements on the common agricultural policy were welcomed with relief by those political and economic elements in Italy which favour European integration, they inevitably bred violent controversy on the right and left flanks of the government majority and amongst the heads of the Agricultural Confederation. But the most clamorous dissent came from the directors of the "Coltivatori Diretti", a powerful organisation embracing all the small and medium-sized farmers in the peninsula, which is one of the electoral bases of the Christian Democrats. The whole issue has been shelved during the summer months, but now that things are moving again on the political scene, both at home and in the Community, it is once more coming to the fore.

Before we look at the whys and wherefores of the controversy, we must cast our minds back, and recall how the Italian Delegation handled the closing stages of the agricultural negotiations. At that time, they were playing even harder to get than their Dutch counterparts. One wonders why, after leading the crusade for Community discipline for so long, the Italians should have then about-faced and delayed their assent for so long, for a while becoming, to all intents and purposes, the least European of the Six.

The Italian Delegation's sudden adoption of a "tough line" on agriculture was preceded, on July 21, by the receipt of an informal note from the Foreign Affairs Ministry, in which Signor Fanfani included, amongst his instructions to his ambassadors in the other five capitals, the following: "There are a great number of problems of fundamental interest to Italian agriculture on the agenda in Brussels for which it is vital for us to get a satisfactory solution: this must be achieved before the Italian Government can agree to the overall Community scheme for agriculture". These instructions also contained a directive to follow "a particularly intractable diplomatic line", by way of stressing that if Italy did not receive satisfaction for her requests on fruit, vegetables, sugar and olive oil, she would withdraw from the agreement in principle on the financing of the common agricultural policy reached in May. In other words, the Delegation was authorised to return to Brussels brandishing a "veto". Why?

The main reason is purely economic: Italy accounts for more than 50% of the Common Market's fruit and vegetable production - hence the need for her to be assured that if internal market prices should landslide, financial intervention by the Community could still guarantee her a minimum revenue. If the problem is less acute for olive oil, it is critical as far as sugar is concerned. Of the Six EEC countries, two in particular, France and Belgium, are large producers of sugar beet at below world prices. Italy (like Germany), on the other hand, produces relatively little, and at a higher price, so that her industry must needs be protected by a safe enough system of quotas and progressive freeing of imports. There were, however, two other reasons for Italy's recalcitrance. Firstly, there was what the most pessimistic call "the structural inferiority

of Italian agriculture" within the Community which also, of course, makes for protectionism; and secondly, an almost psychological grievance: the Italians' resentment of the fact that sophisticated market machinery had been set up for produce of little or no interest to their small-holders (such as grain and milk products), while there seemed to be not much inclination to do likewise for the support of the fruit and vegetable market.

The day after agreement had been reached in Brussels, Fanfani expressed reasonable satisfaction with the outcome, and praised the Minister of Agriculture, Signor Restivo, for his "tenacity", saying that "he should be given full credit for the way in which he defended the Italian position, and stood firm till the end". At the Confindustria (The Confederation of Italian Industry), it is admitted that "Italy has at last achieved positive results in Brussels. This time, our delegates have not sacrificed more than was advisable or necessary on the altar of Europeanism, as they have done in the past. Much of what we have now gained will serve only to offset the mistakes and precipitate acts of past years." This is a far cry from the professions of European faith of the Fifties. There is now less and less talk in Italy of political Europe, and Fanfani himself advocates a cautious approach to the matter, arguing that, to avoid any further schism in the EEC, France's position on this score should be respected. Such Europeanism as still remains is quickly forgotten when "technical" problems call for the defence of groups and sectors. In Rome, they are even inclined to think that Italy would probably not have got her way in Brussels unless relations between the Six had been shaken as they were by the French withdrawal crisis of June 1965. Although the Italian Delegation referred in public to the "spirit" of last February's Luxembourg agreements (which ended the grave crisis threatening the Community throughout the second half of 1965), in practice it was following these to the letter, inasmuch as they authorised a country to oppose, if necessary in the face of the most extreme consequences, any Community decision likely to prejudice its vital interests.

This was the real root of the Italians' tough line. The Rome Government decided that the national economy, and agriculture in particular, was still inferior to those of the other five, and so it was led to demand that they should give "special consideration" to the vital interests of Italy. Seen in this light, the real end of the 1965 crisis for the Italians came not in Luxembourg in February 1966, but in Brussels in July. Sig. Fanfani was more than willing to admit that the whole thing was only made possible by the willingness of the other delegations to agree, as in the end they all, including the Dutch one, bent to the needs of Italian agriculture.

To what extent have the Brussels agreements satisfied public opinion, and how will they affect Italian agriculture? In recent weeks, a number of Italian dailies have quoted Couve de Murville and Robert Marjolin, and reminded us that "nothing is ever perfect", and that the balance struck in Brussels is "the balance of dissatisfaction". The general feeling in Rome is that what was achieved in Brussels was an "easy way out agreement" rather than a positive European one. The end result of this, they say, is superprotectionism and a further burden on FEOGA expenditure, which is hardly calculated to make the going at the Kennedy Round any easier. This is not only the opinion

of the most Europe-minded of Italians but that also, as far as the aims of strict internal politics are concerned, of the radical and leftist opposition. Of course, the liberal front is making very different noises, and it is a very influential faction at that, situated on the right wing of the Christian Democrats, and often more conservative than openly European: Sig. Restivo is one of its more illustrious spokesman. The liberals hail the Brussels agreements as an important historical event, and refuse to acknowledge the complaint that they are protectionist. It is for this reason that the Federation of the "Coltivatori Diretti", for example, protested against the Left's plan to impeach "what they call the Community's agricultural protectionism". The leaders of this body maintain that "if the aim of the agricultural development programme (the Green Plan) was not achieved within an incomes policy, the least privileged classes in the country would bear the burden of the adverse effects of European integration".

The spokesmen of the sugar industry, who followed every phase of the Brussels talks in detail, do not even attempt to conceal their disappointment. At the eleventh hour, in fact, the Italian delegation deferred just a little: it agreed to lower by a small amount the production quota it was seeking, and agreed to a sugar beet base price per ton of \$17, at a time when the Italian price was around \$25. Just the same, it is clear that it is not the producers who will have to endure the consequences of the agreement: the expenses will come out of the Italian exchequer. One of the basic tenets of the Brussels agreement was the Italian Delegation's undertaking that its government would at no time require FEOGA to make up the difference between the Community price and the national price, as this expense would fall to the Italian Treasury directly. Obviously, Italy's five partners found no reason to object to this, as it would cost them no more. This arrangement was not skated over entirely, and those who could count realised that the agreement on sugar would cost Italy \$10 million a year - or, as the scheme holds for seven years, \$70 million altogether. It was easy enough to work this out: all one has to do is multiply the difference between the Italian and the Community price of a ton of beet, which is about \$8, by the production quota granted to Italy - which near enough equates to the present level of sugar production in the peninsula.

The meaning of it all is fairly evident: the Italian Government agreed to protect the sugar industry for a further period of nine years (the agreement does not come into force until July 1968), and the industry itself has proved that it is still a powerful pressure group, even at Community level. In practice, the large Italian sugar companies have secured shelter from Community competition, which, as people have rightly said, far from being a triumph of the European cause, is a victory for protectionist politics. This means a lot of people are gunning for the sugar industry, which does not believe the period is long enough for it to break with tradition, become capable of meeting international competition and do away with established protectionism.

In fine, everyone is reserving the right at least to allow that the decision made in Brussels may prove instrumental in reforming the structure of Italian agriculture, something which becomes more and more necessary with each passing year.

Nobody is cherishing many illusions as to the difficulties which will have to be overcome in the next few years, if these decisions are to be applied to good effect. The provisions that have been made are certainly a concession to a number of basic demands on the part of Italy, but at the same time they call for an all-out effort from government and producers alike to ensure that a vast sector of the economy will bend to the needs of technical change and modernisation, as much in production as in marketing and distribution. The question still remains as to whether the \$40 million that will flow from Community funds into Italy each year to support production in the fruit and vegetables sector (the Italian Delegation asked for \$50 million) will be enough to make sure that Italy can make the long leap which will bring her abreast of her partners. There is some hope that the three-year running-in period, scheduled as the transitional phase, might be put to good use for setting up the main "producers' associations" (based on the Dutch model), and for preparing the necessary technical paraphernalia, from packing stations to cold storage.

It does not look as though Italian agriculture as a whole - large, medium and small holdings alike - is ready, right now at least, to get to grips with the problem. The Government and Parliament are beset from all sides with appeals not to back out of the undertaking made on June 21, when, after a lengthy debate in Parliament it was agreed that "a more rapid modernisation and reorganisation of agriculture would be promoted and encouraged, as well as improvements in the social security system in favour of agricultural workers". At the same time it must be admitted that these appeals reflect the undeniable difficulties Italian agriculture faces in its quest to come into line with the Common Market at large. We may recall that in June 1960, at the National Agricultural Congress, Sig. Gaetani was not afraid to declare that "Italian agriculture's troubles, which began with the policy of freeing trade, have only grown worse since the country joined the Common Market". Today, the hostility of certain agricultural representatives towards the Common Market, and their distrust, have largely faded, but the conviction remains that the difficulties of integrating are enormous, for it is a fact that Italian agriculture, for reasons stemming from both the course of history and the multiplicity of geographical conditions, is complicated by regional differences. These govern both the nature and the size of holdings, the orientation of production, the degree of mechanisation (in total, considering the whole area given over to farming, this works out at a strict average of one unit to every 78.4 hectares), as well as the social and professional status of the farmers and their employees.

## THE WEEK IN THE COMMUNITY

October 17 - 23, 1966

From our Correspondents in Brussels and Luxembourg

### THE COMMON MARKET

#### In Search of an Overall Solution to the Transport Problem

The meeting of the competent ministers in the Council of Ministers on October 19 and 20 decided against trying to draw up a transport policy on the basis of tariffs alone, and opted for a global attack on the problem. This new step was apparently the result of a compromise reached during a recent meeting between the French transport minister, Edgar Pisani, and his Dutch colleague, the Secretary of State, Mr. S. A. Posthumus, though they held the most widely divergent views. The session took place, in fact, in two quite separate acts:

1) On October 19, Mr. Posthumus, feeling that the Commission's proposals on tariffs were, in some respects, out of line with the agreement in principle reached on June 25, 1965, bitterly opposed the measures. The discussion, in fact, only lasted a few hours, and, according to some of those present, all possibilities of achieving a rapprochement are far from being exhausted. At the same time, the Council's communique refers to a "thorough examination", which allowed "disagreement" to register.

2) When he arrived in Brussels on October 20, M. Pisani, having got the green light from the French government, said that there was no chance of agreement, and put forward the idea of an overall solution. Mr. Posthumus took advantage of his position of president in office of the Council, and relaunched this proposal, which was accepted willy-nilly by the other four delegations and the Member of the Commission concerned, M. Lambert Schaus.

To put this event in perspective, we should remember that from the outset the various national attitudes were extremely divergent on this point. The Netherlands, particularly, are in a unique position as far as transport is concerned. First of all, geographically: Rotterdam opens on to the "seven seas" and commands access to a vast network of inland waterways (backed up by a road and rail system) serving the most enormous industrial and population concentration in Western Europe. Then economically: the Netherlands, thanks to a clever blend of structural organisation and free competition, have built up an exceptionally efficient transport industry. A few particularly eloquent statistics: 40% of the vessels in the Rhine fleet fly the Dutch flag, Dutch road-haulage contractors handle 40 - 45% of EEC international traffic, and Dutch railways do not lose money.

So the Dutch government's policy has always been to demand maximum liberty, guaranteed by maximum secrecy, when fixing charges between loader and

transporter, especially in the river sector, where the market is subject to very rapid price fluctuations. This condition has been disputed by the Netherlands more "regulation-minded" partners, and especially France, who is wary of a completely free system, which, although desirable in the long term, could lead to abuses of dominant positions and unfair competition at the expense of their own transport industries. In reply to which the Netherlands said that price regulation would cause them considerable hardship since it would affect not only their transport activities, but their foreign trade balance, which was, in fact, dependent on the income from international transport.

On June 22, 1965, mainly thanks to the efforts of the then French Minister of Transport, M. Marc Jacquet, the problem began to escape from the deadlock it had been in for several years. A compromise on the basic principles was reached. In practice this allowed for freedom to fix prices for river transport. A minimum and maximum (fork) rate was specified, but only as a reference, that is, that contractors could agree on prices below the minimum without anything being made public. At the end of a preliminary period of three years, this reference system was to be extended to national and international road and rail transport, for heavy goods, the term "heavy" being given the widest possible sense. But in the meantime, road and rail would be subject to obligatory fork pricing. At the same time, contractors could get out of this, but only under particular contracts which would have to be published. So in actual fact, the Netherlands was getting freedom on river transport and accepting an "open" market for the other sectors.

The June 22, 1965 agreement was, however, an agreement on basic principles only, and as such, liable to conflicting interpretations - and argument when it came to translating them into concrete proposals. The EEC Commission was put in an embarrassing position. The common transport policy implies, by definition, the greatest possible degree of freedom, but maximum freedom would induce states who found themselves on the losing end to introduce national safeguard clauses more or less automatically, which is quite the opposite of a true common policy. So M. Lambert Schaus set out to limit pricing freedom. For the reference prices, the transport price, although free, could not fall below the "variable costs" that is, a price in keeping with the normal profit margin of the firm concerned; for the obligatory tariffs, the minimum should be calculated mainly on the basis of overall costs (the Dutch wanted to take into account the much more flexible factor of the "market situation"). In addition, the possibilities of forming special contracts would be bound by prior notification before signing the contract (the Netherlands intended to make wide use of these contracts: are not 90% of this country's transactions carried out outside official tariffs?)

Mr. Posthumus was even more bitterly opposed to these measures, perhaps because he belonged to a retiring government. In fact, they were not excessive, and the Hague could have made some minor concessions. But it should also be said that it was a highly dangerous acrobatic exercise to try to attack the common transport policy on price-fixing alone, that is, out of its general context. The Netherlands was quite right in saying that if prices fell, owing to an imbalance between transporters' availability and customer demand, the use of an obligatory pricing system would cure the symptoms of



the trouble but would do nothing for the cause, which was the imbalance itself. They added that they had no more interest than anyone else in encouraging unfair competition between member-States and transport media, but that the real danger lay in the lack of Community regulations on capacity, freedom of establishment, division of infra-structural costs among the various transporters, the repression of agreements and social standardisation. The June 22 agreement had, in fact, allowed for measures in these fields before the transport policy was to pass on to the second stage. But to try and start with tariffs was rather putting the cart before the horse.

It was this idea that finally won at M. Pisani's meeting. This is not to say that the June 22 agreement was buried: its timetable was simply revised. Nor has the question of prices been deferred indefinitely, because it will be treated simultaneously. The answer to this problem will, however, take on a completely different outlook according to what happens on the other questions: if European transport capacities were calculated on a sound basis, and solidly-based rules of competition were laid down, it would be easy to work out the most liberal tariff system in the world.

So the latest approach seems the most logical. It also offers the widest possibilities for reciprocal concessions, a technique which has paid off well for agriculture. At the same time, there are dangers. The argument over a common transport policy has had so many ups and downs that some people are beginning to wonder if the Six's real reason for seeking an overall solution has not been to avoid a decision on a limited, but concrete, proposal. Some of the delegations have expressed this fear in the Council itself. But both the French and the Dutch took pains to reassure them that their political intention was to reach a conclusion as soon as possible. This intention was also explicitly underlined in the resolution adopted by the Council which requires:

- that the Commission should put forward, in the minimum amount of time, proposals for road and river transport capacities and for freedom of establishment;
- that the Committee of Permanent Representatives should examine "in the optimum period of time" the various dossiers which it has already received from the Commission on other problems relating to transport.

The resolution also emphasises the "necessity of speedy execution" of the Council's decision on the standardisation of competitive conditions and the finding of a solution to the problem of sharing of infra-structural costs. In order to expedite this last and highly complex matter, the possibility of a "provisory interim" solution has been envisaged. On the whole, this is a vast project. Its fulfilment will test the sincerity of the Six's Community feelings which they have just reaffirmed, and in particular those of M. Pisani, who, it should not be forgotten when passing from agriculture to transport, has not lost his taste for giant negotiations.

## A Forward Glance at the "Common Know-How Market"

On October 18, the European Parliament held an interesting debate on the aims and means of achieving a common research policy. This has now become such a burning issue on the Continent that finding an answer to the question has come to be seen as the key to real European independence from the American and Russian giants. Since the matter arose, M. Robert Marjolin, vice president of the Common Market Commission, put forward some facts and figures which underlined the difference between current efforts in the USA, and indeed in Britain, and those being made in the EEC: thus the USA spends \$94 per head on research each year, Britain \$60, and the EEC, only \$26. The situation cries out for swift and intensive action - if Europe fails to respond, it will be condemning itself to under-development.

But the ways and means of going about this are complicated by the fact that those who could implement a policy of this sort are scattered among the three Communities. Moreover, they work in different fields, and thus do not seek their solutions within a common framework - indeed, there are times when they shrink from this in their anxiety to ensure the survival of their organisations beyond the proposed merger of the three Community "Executives". The Euratom Commission, for instance, at times quite justifiably jibs at the idea of becoming a mere directorate under the future single Commission, acting in a purely executive capacity, as some people are already suggesting. This was why we found Mr. Paul de Groote, speaking on behalf of Euratom at Strasbourg, opposing the idea of making (fundamental) scientific research a sector of the economy.

M. Marjolin, who admittedly places the emphasis on technological development rather than pure research, maintained that, on the contrary, scientific policy should be accounted an integral part of economic policy, and suggested that European backwardness in this sphere stemmed mainly from lack of financial backing. The first thing an effort to catch up would call for would be an increase in allocations of public money for pure and applied research. But there should also be indirect machinery at work to stimulate the development of new technology, as there is in the USA: thus industrial concentration should be encouraged, so that increased profit margins can render further research possible. National legislation should be aligned, where possible, so that particular industries can be favoured, according to the level of research they are able to maintain.

As far as nuclear power is concerned at least, the Euratom Commission is no less than others for the close commitment of industry to the Community effort. Looking to the future, De Groote declared that, in entering its competitive phase, nuclear power would present a new concept of Community action, since from then on the industry would naturally take over, to a considerable extent, from the national Boards. This is why the Commission believes that in future Euratom should direct itself towards the following objectives:

- 1) It should try to improve on schemes for bringing national research programmes into line, not only with that of Euratom itself, but with each other: Mr. De Groote believes this is possible. The success of efforts made in this direction would

probably depend on the extent to which Euratom limited its own ambitions (judging from the suggestions that were made, it probably would): friction between the Atomic Community and certain states can be attributed in part to the scope of the first two five-year plans .

2) The joint programme should concentrate on promoting a few major schemes, to be carried out in the four establishments of the Euratom Joint Research Centre . Here we should stress that, both from the scientific angle and as regards human co-operation, this centre has proved to be the Atomic Energy Community's greatest success . The Commission is entirely committed to its preservation, and is thus fighting tooth and nail against pressure from certain quarters for the abandonment of the Orgel reactor plan . Again, the national governments, France included, seem to have taken to the idea . By making the Centre, a "European" organism, responsible for the execution of the five-year plan, of course, we would settle the thorny problem of "fair returns", that is, the balance between national contributions to the research programme budget and what each state gets out of it . In the past, this problem has had the most pronounced effects on the composition and even the effectiveness of the research programme .

3) Such a scheme should be rounded off to some extent by systematic co-operation with industry, as allowed by Article 6 of the Treaty, which provides for possible material and financial Community aid for states, persons or enterprises "to encourage the execution of the programmes scheduled for it", and by its clauses concerning joint enterprises (which have a major role to play in the development of the nuclear industry in the Community). As far as the last point is concerned, one only hopes that the standards laid down by the Treaty will be strictly observed: we know well enough that this has not always been the case .

This "new look" undoubtedly bears the stamp of the "Realism" that M. Pierre Chatenet, President of the Commission, has made his watchword . This is also present in the Commission's concept of what action the Six should take in the general sphere of scientific research . If, on this score, Euratom is, as it were, refusing to allow itself to be swallowed up by the "economic entity" - the Common Market, that is - it is no less reluctant to see itself in the future as a great European Research Community . As if to stress this, Mr . De Groote told the Parliament that, in spite of the obvious importance of the major fields of current scientific and technological development (space, aeronautics, computers), what seemed to be called for, as the first fruits of Community action of this sort, were limited projects, the ones most suited to immediate co-operation, such as air pollution, fresh water supplies, the fight against metal corrosion, etc .

\* \* \*

E.C.S.C.

### European Parliament Supports High Authority on Question of Coking Coal Supplies

After a meeting held to discuss the Community coal problems, the European Parliament last Thursday adopted a resolution put forward by M. Burgbacher on behalf of the Parliamentary Energy Commission urging that a provisory solution be found for European coking coal. The resolution emphasises the importance of such a solution if this matter is not to block further progress on a European energy policy. The European Parliament supports the ECSC High Authority's efforts in this field and underlines the necessity of European regulations for domestic coal as well.

M. Lapie, president of the inter-Executive "Energy" work group, replied on behalf of the High Authority that the coking coal problem (which, he felt, should be treated separately from the question of domestic coal) occurs in terms of price (and financial aid) and in terms of quantity. But at all costs, national solutions should be prevented from leading in the end to an aid and subsidy war. The final result would be total partition of the coking-coal market or even of the Common Market itself. The speaker recalled the meetings held in the past few weeks between the High Authority and the Six governments which have given the High Authority a much clearer view of the various government positions.

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### France and Germany Seek Industrial Reconversion Credits From the High Authority

The French and German governments have just approached the High Authority for industrial reconversion credits to facilitate the establishment of new industry in areas affected by the decline of ECSC industries.

The German government is looking for industrial reconversion credit of up to 3 million DM to help in financing a new factory at Wattenscheid in the Ruhr for the mattress manufacturer "Schlaraffia" of Wuppertal. The new plant will employ some 400 workers, of which around 100 will be recruited among former miners.

The French government has made two loan requests:

- a loan of two million Francs in favour of Clima-Chappee - a subsidiary of Etablissements Neu specialising in techniques concerning aerodynamics and thermodynamics - and the Societe Generale de Fonderie which deals with heating and sanitary equipment.

Clima-Chappee intends to set up a laboratory producing air-conditioning equipment at Laboussiere in the Calais region. The new enterprise will employ 200 workers, of which 50 will be recruited from among former coal-miners from Nord and Pas-de-Calais.

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- a loan of three million francs is being sought in order to set up a factory making car seats at a plant to be reconverted in Pierrepont, Meurthe et Moselle . The "Le Tube Ouvre" company will build the factory . This company is a subsidiary of Etablissements Bertrand Faure . The new factory's output will go to the Ford car-plant in Cologne .

The firm will employ some 500 workers . Of 200 existing jobs, half have been filled with former miners from the Briey mining area .

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- D ADVERTISING France: DIE WERBE GmbH, Essen (advertising) forms Paris company. Switzerland: The Paris group under M.H. Coty (publishing, films etc) forms Geneva company to produce and sell radio and TV commercials.
- D AIRCRAFT Belgium: The American RYAN AERONAUTICAL CO and its 43% subsidiary CONTINENTAL MOTORS open two joint branches in Brussels. Europe: ENGIN MATRA, Paris, ENTWICKLUNGS-RING-NORD, Bremen, HAWKER-SIDDELEY DYNAMICS and SVENSKA AEROPLAN, Luiköping form joint organisation for space-probes and satellites. Switzerland: PILATUS FLUGZEUGWERKE, Nidwalden will be exclusive agent for MITSUBISHI HEAVY INDUSTRIES, Tokyo executive aircraft.
- E AUTOMOBILES Belgium: HINO MOTOR CO, Tokyo forms Brussels sales subsidiary.
- E BUILDING & CIVIL ENGINEERING France: COLLINS TUTTLE, New York (building promotion) buys 49% in new Paris firm to study the construction of block on former Gare Montparnasse. The Italian firm VENETA SERRAMENTI AVVOLGIBILI (door frames) forms French branch. Germany: The Swiss civil engineering firm THEODOR BERTSCHINGER opens German subsidiary.
- F CHEMICALS France: ENCRE DRESSE, Brussels forms Paris sales subsidiary for its graphic arts materials. Italy: SIR takes share in forming CENTROFINANZIARIA, Perugia.
- F ELECTRICAL ENGINEERING Belgium: The Italian domestic appliance firm INDESIT forms company in Brussels. The GENERAL ELECTRIC CO, London forms Paris company to distribute electronic and telecommunications apparatus. The Belgian EMPAIN group and the French SCHNEIDER form indirect subsidiary THERMA-TOME, Paris (electrical engineering). Germany: The Austrian electrical tool firm ERICH CZASCH forms Cologne subsidiary.
- G ELECTRONICS France: EVERSLED & VIGNOLES, London forms French company to study, make and sell electrical and electronic equipment. The American ASTRODATA (amplifiers) and its French agent IMEX-FRANCE form joint Paris subsidiary. Italy: LITTON INDUSTRIES, California sets up Milan branch for LITTON PRECISION PRODUCTS INTERNATIONAL (electronic, scientific and accounting machines).
- H ENGINEERING & METAL Belgium: The American OMARK INDUSTRIES will implement its development plans through new Belgian subsidiary KSM CONTINENTAL. The American KYSOR INDUSTRIAL CORP and GENIE METALLURGIQUE & CHIMIQUE, Brussels form joint Brussels subsidiary to make and sell parts for cars. Britain and Italy: The

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British trailer group R.A. DYSON and the Italian engineering group OFFICINE VIBERTI, Turin sign technical and know-how exchange agreement. France: The South African company MOTOR & INDUSTRIAL INVESTMENTS forms wholly-owned Paris subsidiary. JOANNES SpA, Turin (machine-tools) forms Paris company to import and sell its burners. The German plumbing and castings concern TH. JANSEN forms new French subsidiary. The Paris engineering company STEIN & ROUBAIX completes take-over of CIE DES SURCHAUFFEURS, Paris from COMBUSTION ENGINEERING INC, New York. The German engineering firms MASCHINENFABRIK WIESBADEN and MENK APPARATEBAU form 90-10 Paris subsidiary to sell radiators, heaters etc. Germany: The WESTINGHOUSE BRAKE & SIGNAL CO, London (railway equipment) forms Berlin sales subsidiary. SEMIA, Bordeaux ("Diemo" space heaters) forms Frankfurt subsidiary. FARREL CORP, Ansonia, Connecticut (machinery for the rubber, plastics industries etc) appoints manager for its new German subsidiary. German subsidiary of the American ROCKWELL MANUFACTURING CO opens Munich branch to run its new factory there. The Swiss air-conditioning firm ARFA ROEHRENWERKE forms German manufacturing and sales subsidiary. The Swiss tool maker TRIMEX forms German sales subsidiary. Italy: MASSEY-FERGUSON, Toronto forms Italian manufacturing and sales company (farm and industrial tractors). The French vacuum-cleaning concern PRAT DANIEL winds up its Milan subsidiary. Spain: New Spanish company HISPANO FRANCESA DE ENERGIA NUCLEAR is formed by French and Spanish interests to build nuclear power station near Barcelona. Switzerland: The German light-metal processing company KARL ALTENBURGER sets up Swiss research laboratory. The German hydraulic control and regulating equipment G.L. REXROTH forms Zurich sales subsidiary. Venezuela: The Italian TUBETTIFICIO LIGURE (rigid and flexible tubes) gains control of its Venezuelan licensee.

## M FINANCE

France: FINANCIERE DE SUEZ and BANQUE DE L'UNION PARISIENNE merge. CREDIT INDUSTRIEL & COMMERCIAL and two banks, BANQUE DE PARIS & DES PAYS-BAS and CIE BANCAIRE strengthen links. Disputes arise in France over failure of INTRA BANK. Italy: ELTRA CORP, New York (linotypes) winds up its Milan subsidiary after failure to increase its capital. Luxembourg: BANK LEUMI-LE ISRAEL, Tel Aviv forms Luxembourg holding company through its Swiss subsidiary.

## O FOOD &amp; DRINK

France: German interests form SAINT FERDINAND, Paris (wine and spirits traders). Italy: THE QUAKER OATS CO, Chicago (foods, cereals etc) winds up its Milan subsidiary.

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- O OIL, GAS & PETRO-CHEMICALS Germany: SIGNAL OIL & GAS, Los Angeles takes over the German oil group KLEINHOLZ.
- P PAPER & PACKAGING Netherlands: MEAD PACKAGING INTERNATIONAL, foreign subsidiary of THE MEAD CORP will build Dutch packaging factory.
- P PHARMACEUTICALS Italy: The Liechtenstein holding company CHEPHAR backs Milan sales companies for sanitary, health and baby products. The Swiss chemical and pharmaceutical group ZYMA buys large holding in CHIMICO FARMACEUTICA, Milan.
- P PLASTICS France: GOODYEAR TIRE & RUBBER forms CIE DU POLYSTYRENE SYNTHETIQUE, Paris. Germany: The Swiss leather and plastic products wholesaler WINTER forms German import and sales company. CONTINENTAL GUMMIWERKE, Hanover (tyres) gains control of FORMPOLSTER GmbH (plastic foam for furnishings etc).
- Q PRINTING & PUBLISHING France: The New York TIME INC group takes 46% in EDITIONS ROBERT LAFFONT, Paris.
- R TEXTILES Belgium: The Dutch textile company ZEEUWSCHE CONFECTIE-FABRIKEN forms Belgian subsidiary. The Amsterdam ready-mades manufacturer CORDE-CONFECTIE forms Belgian textile sales company. The Dutch ready-mades firm VANDEM SPORT CONFECTIE forms Belgian sales subsidiary. Germany: The Swiss ASCA INTERNATIONAL (international sales of synthetic fibres) opens Munich subsidiary. USA: The French textile firm COFPA and the Belgian VON ASTEN & CIE take minority shares in forming ASCOE FELTS INC, Clinton, South Carolina.
- R VARIOUS USA: The American investment company MADISON FUND and BANQUE DE PARIS & DES PAYS-BAS take up 34% in COLUMBIA PICTURES CORP, New York.



ADVERTISING

\*\* The formation of COTY SA (see No 375) in Geneva is now complete: it has Sf 50,000 capital, and its directors are Messrs. Jean-Paul Vroisier and Dominique Baumatter. The new company will produce and sell radio and television commercials, and it forms part of a Paris group headed by M. Henri Coty (publishing, films, television, public relations and advertising) and includes the Paris company COTY & CIE SA (capital Ff 3 million), PROMO-CITEL SA, Geneva, HENRI COTY FILM LTD, London, COTY IBERICA SA, Madrid and the New York company, COTY R. TELEVISION CORP.

\*\* DIE WERBE PARIS SA, Paris (capital Ff 200,000; see No 373) has now been finally established. M. Michel Devaux is president and 5% shareholder. The rest of the capital is shared by the German advertising agency DIE WERBE GmbH & CO KG (WERBEAGENTUR GWA), Essen: 10% directly and through the directors, the Strauf family (65%) and Messrs L. Flintsch and H. Wehrmann (10% each).

The German firm was formed in 1946 with authorised capital of DM 400,000. It employs over 200 workers and has a turnover of around DM 50 million.

AIRCRAFT & SPACE

\*\* Mr William Keller has been named as a director of two branches opened in Brussels by THE RYAN AERONAUTICAL CO, San Diego, California (see No 263) and its 43% subsidiary CONTINENTAL MOTORS CORP, Detroit, Michigan (see No 254).

The first named American company makes various types of equipment for the aeronautical and space industries (mainly electronic equipment, guidance systems, equipment for V.T.O. aircraft, swing-wing systems - "Flex Wing") and already has a Paris branch headed by Mr. A. Jourdan. The second (1965 turnover of \$184 million) employs more than 5,000 people and has three wholly-owned subsidiaries outside the United States; in Britain, BRITISH CONTINENTAL MOTORS LTD, and in Canada CONTINENTAL MOTORS OF CANADA LTD and GRAY MARINE MOTOR CO OF CANADA LTD (through GRAY MARINE MOTOR CO, Detroit). It is linked by reciprocal agreements with TURBOMECA SA, of Bordes, Basse-Pyrenees, France (see No 364) with the Belgian firm SA DES ATELIERS DE CONSTRUCTION DE LA MEUSE, Sclessin, Ougree-lez-Liege, the British group ROLLS ROYCE LTD, Derby (see No 363) and the Japanese firm FUJIMOTORS.

\*\* PILATUS FLUGZEUGWERKE AG, Stans, Nidwalden, has been appointed exclusive agent for the Tokyo group MITSUBISHI HEAVY INDUSTRIES LTD (see No 376) to distribute its MU 2 executive aircraft in Western Europe, North Africa and the Middle East. The Swiss company has Sf 2 million capital, and is a wholly-owned subsidiary of OERLIKON-BUEHRIE HOLDING SA, Zurich, the administrative company for the Zurich engineering group WERKZEUGMASCHINENFABRIK OERLIKON-BUEHRIE & CO (see No 379). Since 1939, it has been producing civil, military and freight aircraft (especially the "Pilatus Porter"), and has done sub-licence work on Vampires, Venoms and Mirage IIIs. It has workshops at Geneva-Cointrin and Zurich-Kloten airports.

\*\* Four European companies are forming a joint organisation called MESH to organise space probes and design artificial satellites. These are: ENGIN MATRA SA, Paris (see No 366), a member of the FLOIRAT group; ENTWICKLUNGSRING-NORD (ERNO), Bremen, equally-owned by VEREINIGTE FLUGTECHNISCHE WERKE GmbH, Bremen (see No 360) and HAMBURGER FLUGZEUGBAU GmbH, Hamburg; HAWKER SIDDELEY DYNAMICS LTD, Hatfield, Herts., (see No 355), a wholly-owned subsidiary HAWKER SIDDELEY GROUP LTD, London; and SVENSKA AEROPLAN A/B (SAAB), Luiköping (see No 268).

### AUTOMOBILES

\*\* HINO MOTOR CO, Tokyo, has expanded its European sales network by setting up HINO BELGIUM SA at Schaerbeek, Brussels (capital Bf 5 million). The latter is under the direct and outright control of the affiliated company NV AUTOMOBIEL INDUSTRIE HINO NEDERLAND (see No 363), which assembles 3½ ton lorries and "Contessa 1300" tourist vehicles in its Vlissingen factory for the Japanese group.

Hino Nederland is linked by technical agreements with REGIE NATIONALE DES USINES RENAULT SA, Boulogne-Billancourt (see No 379) and has a minority shareholding in the Swiss HINO MOTORS AG, Zug, the holding company which controls the Dutch firm. Its other distributors are DUJARDIN SA in Paris and HINO AUTOMOBILES SA in Geneva (formed in January 1966 with Sf 50,000 capital).

### BUILDING & CIVIL ENGINEERING

\*\* The New York building promotion concern COLLINS TUTTLE & CO has negotiated the acquisition of a 49% shareholding in the Paris firm of STE D'ETUDES DE LA TOUR MAINE-MONTPARNASSE SA, which is being formed to study the feasibility of building a 54-storey block on the site of the former Gare Montparnasse in Paris (estimated cost Ff 500 million). The research company has M. Georges Thevenin as president, and is scheduled to complete its work in 1968. It is to be backed by several Paris banking houses, including CIE FINANCIERE DE SUEZ SA (see No 377), BANQUE DE L'INDOCHINE SA (see No 374), UNION EUROPEENNE INDUSTRIELLE & FINANCIERE SA (see No 375), BANQUE COMMERCIALE DE PARIS SA (DASSAULT group - see No 376), and WORMS & CIE SCS (see No 368).

The American company has had a subsidiary in Paris since last May, called COLLINS TUTTLE SA (capital Ff 5,000 - see No 364).

\*\* The Swiss civil engineering firm, THEODOR BERTSCHINGER AG HOCH & TIEFBAU-UNTERNEHMUNG, Lenzburg Aargau, (capital Sf 2 million) whose president is M. Ernst Bodner, has opened a West German subsidiary at Lörrach, with Messrs. Ernst Voellmin, Basle and Mario Brianza, Oberwil, as directors.

\*\* The Italian concern, INDUSTRIA VENETA SERRAMENTI AVVOLGIBILI SpA, Cadoneghe, Padua, (door frames for the building industry - capital Lire 300 million) has formed a French branch at Annecy, Haute Savoie. The founder company has Sig. Giovanni Lovato as president.

CHEMICALS
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\*\* CENTROFINANZIARIA - STE FINANZIARIA CENTRO ITALIANA SpA has been formed at Peruggia with Sig. Bruno Buitoni as president, and Sig. Nino Rovelli, head of the Milan group STA ITALIANA RESINE - S.I.R. SpA, on the board. S.I.R. (capital Lire 5,000 million) recently formed a number of subsidiaries in Milan (PARASIR SpA, SARFIL SpA, SIRPAM SpA, SIRION SpA, SIRFIL SpA, etc. - see No 362) to finance its chemical and petrochemical complex at Porto Torres in Sardinia.

\*\* ENCRE DRESSE SA, Brussels (capital Bf 36 million) is forming DRESSE FRANCE SA in Paris (capital 10,000, put up by French interests) to handle sales of its graphic arts materials (especially printing inks and shellacs). The work was previously handled by a Paris branch office.

ELECTRICAL ENGINEERING
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\*\* The Austrian electrical tool firm, ING. ERICH. CZASCH & CO oHG, Vienna, has formed a Cologne subsidiary, TELUX-ELEKTRISCHE SCHALTGERAETE JANTZEN & CO oHG, to import and sell switchgear equipment. Herr Wolfgang Jantzen, a Cologne engineer, also has interests in the company.

\*\* The Italian domestic appliance group INDESIT-INDUSTRIA ELETTRICOMESTICI ITALIANA SpA, Orbassa, Turin (see No 350) has formed STE COMMERCIALE "ELECTRODOMESTIQUES" SA, Brussels (capital Bf 100,000) through three Liechtenstein holding companies, MELINDA FINANZ ANSTALT, Vaduz; PERUSMHAR-IMMOBILI & HANDELS ANSTALT, Eschen and HANIVER FINANZ & INDUSTRIE ANSTALT, Triesen.

The Italian company, which increased its capital from Lire 6,000 million to Lire 10,000 million, has a large foreign sales network for its washing machines, refrigerators, etc.: INDESIT FRANCE SA, Paris (capital doubled to Ff 2 million in April 1966); INDESIT SA, Geneva; VERKOOPMIJ VOOR INDESIT PRODUCTEN NEDERLAND NV, Amsterdam; INDESIT KUEHLSCHRAENKE & ELEKTROGERAETE HANDELS GmbH, Vienna and since March 1966 HISPANO INDESIT SA, Barcelona. In Italy, it has a credit sales finance company, FINEL SpA, Turin, in which it shares control 25-75 with the Swiss holding company HARIS AG, Chur.

\*\* The London group GENERAL ELECTRIC CO LTD (see No 361) has increased its stake in the French market by forming a company in Paris to distribute apparatus for the electronics and telecommunications industry, G.E.C. DE FRANCE SA. The new firm has Ff 100,000 capital, which is directly controlled 45-55 by BRITISH GENERAL ELECTRIC CO (HOME PRODUCTS) NV, The Hague, and G.E.C. INVESTMENTS LTD, London.

The British group has extensive interests, both direct and indirect, throughout the Common Market, and already has two Paris subsidiaries, LAMPE G.E.C. DE FRANCE SA, which was formed in 1961 to take over the business of ADES ELECTRIC Sarl, and CIE FRANCAISE WOODS SA (capital Ff 400,000), which holds the exclusive agency of another subsidiary of the group, WOODS OF COLCHESTER LTD, Colchester, Essex.

\*\* The joint interest linking the Belgian EMPAIN group and the French SCHNEIDER group in the electrical engineering sphere has found a new area of application with the formation of THERMA-TOME-STE POUR L'EQUIPEMENT ELECTRIQUE DE CENTRALES THERMIQUES & NUCLEAIRES Sarl, Paris (capital Ff 200,000). The direct shareholders are: (1) a joint subsidiary of both groups (see No 360) STE DE CONSTRUCTIONS ELECTROMECHANIQUES JEUMONT-SCHNEIDER SA, Paris, a 25% interest; (2) a member of the Belgian group, STE PARISIENNE POUR L'INDUSTRIE ELECTRIQUE SA, Paris (see No 375), a 32.5% interest; (3) also with a 32.5% interest - MERLIN & GERIN SA, Grenoble, in which Jeumont-Schneider holds 12%, LEBON & CIE Sca, Paris 10% (see No 378), A.C.E.C.-ATELIERS DE CONSTRUCTIONS DE CHARLEROI SA, Brussels 8% and the Merlin family around 5%; (4) two companies of the Schneider group each hold 5%: C.E.E.M.-CIE D'ENTREPRISES ELECTRIQUES, MECANIQUES & DE TRAVAUX PUBLICS SA, Levallois-Perret, Hauts-de-Seine and C.E.R.C.I.-CIE D'ETUDES & DE REALISATIONS DE CYBERNETIQUE INDUSTRIELLE SA, Paris (see No 312).

ELECTRONICS
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\*\* LITTON INDUSTRIES INC, Beverly Hills, California, has further extended its European interests by setting up a Milan branch for LITTON PRECISION PRODUCTS INTERNATIONAL INC, Wilmington, Delaware. The branch is directed by Dr Sandro Petz, and will be mainly concerned with research in, manufacture and sales of electronic, scientific and accounting equipment. The American group already has one interest in Milan in the shape of a subsidiary of its division, HEWITT ROBINS INC, Stamford, Connecticut: HEWITT ROBINS EUROPA SpA (see No 343). Again, its Italian manufacturing subsidiary LITTON ITALIA SpA is building a factory at Pomezia (Lire 3,000 million investment) to make cash registers.

In France, Litton controls LITTON BUSINESS SYSTEMS FRANCE Sarl, Paris, and it recently made the Paris sales office of LITTON FRANCE INC, Wilmington, a full subsidiary under the name of LITTON FRANCE SA (see No 357). Its Brussels subsidiary LITTON BENELUX SA (see No 245), recently had to cry off from its undertaking to fulfil the contract negotiated in March of this year with the Greek Government for the economic development of Crete and the Peloponnisos. By reorganising its capital, and raising it from Bf 1 million to Bf 9 million, then reducing it again to Bf 1 million, it recently succeeded in improving its finances.

\*\* The American electronic equipment firm ASTRODATA INC., Anaheim, California (which specialises in amplifiers) has acquired a direct interest in France as a result of a 49/51 agreement made with its exclusive agent IMEX-FRANCE, Montreuil-sous-Bois, Seine-St-Denis, and ASTRODATA FRANCE SA, Paris has been formed with a capital of Ff 400,000.

The American company was started in 1961 and its turnover rose from \$ 14 million in 1964 to \$ 22 million in 1965. It employs some 1,000 people and controls COMCOR INC, Denver. In Britain it has interests in REDIFON-ASTRODATA LTD, Rustington, Sussex, where it shares control with REDIFON LTD, London, part of the REDIFFUSION

LTD group of London (see No 349). Imex-France is a representative for some twenty electronics firms, most of which are American.

\*\* EVERSLED & VIGNOLES (FRANCE) SA, Le Raincy, Seine-St-Denis has recently been formed as an almost wholly-owned subsidiary (98%) of the London group EVERSHED & VIGNOLES LTD. The new company (capital Ff 150,000) will conduct research into, manufacture and sell electrical and electronic equipment (especially ohmmeters) and the president is an engineer, Jean Duhaut, Chantereine, Vosges. The British company already had control of a Paris distribution company formed in January 1963 under the name of EVERSHED ENRAF FRANCE SA, a 90-10 agreement with the Dutch maker of industrial gauges, electrical, medical and X-ray equipment, VEREENIGDE INSTRUMENTEN FABRIEK ENRAF-NONIUS NV, Delft.

The latter was formed in 1965 by the merger (see No 306) of NV NEDERLANDSCHE ROENTAGENAPPARATENFABRIEK EVERSLED-ENRAF, Delft and of NV NEDERLANDSCHE INSTRUMENTFABRIEK "NONIUS", Delft and it works under licence from the British company, which has interests in it. It has a West German subsidiary EVERSLED-ENRAF VERTIEBSGESELLSCHAFT FUER MESS- & REGELGERAETE mbH, Solingen, and in Britain ENRAF INSTRUMENTS LTD (formed May 1965 - capital £5,000) and ENRAF-NONIUS INC in the United States.

For its part, Eversled & Vignoles belongs to the Luton, Bedfordshire instrumentation concern GEORGE KENT LTD (see No 336) which controls KENT-THIEGI SpA, Milan and has important British and Commonwealth interests (nearly 40 subsidiaries).

ENGINEERING & METAL
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\*\* The London WESTINGHOUSE BRAKE & SIGNAL CO LTD (brakes and equipment for railways, signalling and control devices, compressors, valves and electronic apparatus) has set up a sales subsidiary in Berlin, WESTINGHOUSE BRAKE & SIGNAL GmbH. The new firm has DM 20,000 capital, and is managed by Herr Gunther Schwanke, a director of the Swiss holding company CUSTODY AG, Buchs, St Galen, which was formed in April 1965 with Sf 50,000 capital. The parent company has an existing interest in West Germany, with a 15.3% holding in WESTINGHOUSE BREMSSEN- & APPARATENBAU GmbH, Hanover, which is 78.6% controlled by WESTINGHOUSE AIR BRAKE CO of Pittsburgh (see No 251), while an interest of 5% is also held by AEG-TELEFUNKEN of Berlin (see No 379), which employs some 2,500 people and achieved a 1965 turnover of DM 88 million.

The British company has extensive overseas interests, in particular its joint subsidiary with the American group in Italy, CIA ITALIANA WESTINGHOUSE MERIDIONALE SpA, Milan. Other interests are in Australia, New Zealand, India, South Africa and the Argentine. It has about 15 subsidiaries in Britain, and recently formed WESTINGHOUSE BRAKE SEMICONDUCTORS LTD in London (capital £100), wherein it is linked 51-49 with the London ENGLISH ELECTRIC CO LTD (see No 349).

\*\* The American group OMARK INDUSTRIES INC, Portland, Oregon, through its new Belgian subsidiary KSM CONTINENTAL SA, Nivelles, will implement its industrial development plans in Europe (see No 379). Moreover, in order to facilitate the financing of the factory it intends to build there, to make wood chain saws, diamond bits for drilling and electronic welding apparatus. It has raised its capital from Bf 22 to Bf 26.5 million. KSM Continental SA was formed at St. Gilles, Brussels, in February 1964 by KSM PRODUCTS INC., which specialises in welding materials, as a joint venture with ELECTRICITE & ELECTRO-MECANIQUE SA, Anderlecht (which is linked with CIE BELGE DE PARTICIPATIONS-PARIBAS-COBEP SA - see No 241). In October 1965 the capital of KSM Continental SA was raised from Bf 15 to Bf 22 million, and at the same time its headquarters were transferred to Nivelles. It came under the control of Omark Industries Inc. in June 1966, when the latter bought up KSM Products Inc., and made it one of its divisions. It had two sister companies abroad, one in Britain, KSM STUD WELDING LTD, Old Woking, Surrey (see No 329) and the other in Toronto, both of which have also been taken over by Omark Industries Inc.

\*\* SEMIA - STE D'EQUIPEMENT DE MATERIEL INDUSTRIEL & AGRICOLE SA, Bordeaux (capital Ff 236,000), which makes mobile space heaters (trademark "Diemo"), has decided to begin its foreign expansion in West Germany, by forming a wholly-owned subsidiary in Frankfurt. This will be called DIEMO DEUTSCHLAND GmbH (capital DM 20,000), and will be managed by Semia's own president, M. Paul Perrinet. The parent company has an agency in the Paris area at La Varenne St. Hilaire, and employs about 100 people.

\*\* The Franco-Spanish agreement recently signed in Madrid for the construction of a nuclear power station at Vandellos (150 km south of Barcelona) will be implemented by the formation of a new Spanish company - CIA HISPANO FRANCESA DE ENERGIA NUCLEAR SA (initial capital Ptas 9 million). ELECTRICITE DE FRANCE, Paris, (see No 313) will take an interest of 25%, while the balance of the capital will be put up by E.N.H.E.B., a subsidiary of the state-owned concern INSTITUTO NACIONAL DE INDUSTRIA SA, Madrid (see No 362); FUERZAS ELECTRICAS DE CATALUNA SA, Barcelona, and HIDROELECTRICA DE CATALUNA SA, Barcelona, each of which will take 23%, with the remaining 6% going to HIDROELECTRICA DEL SEGRESA SA.

The new generating station will go into service in 1967 (capacity 525 Mwe), and is of the same type as the one currently being built by EDF at St. Laurent des Eaux. Ff 400 million of the total cost of the project (estimated at 466 million) will be covered by a 4% French Government loan of 15 years' duration.

\*\* The South African company MOTOR & INDUSTRIAL INVESTMENTS LTD, Capetown, has formed a wholly-owned subsidiary in Paris to buy up European plant and sell South African products. The new company is called INDUSCOM INTERNATIONAL (PTY) LTD SA, has Ff 10,000 capital, and Baron Clause de Heckeren as president.

The parent company, which opened a Paris office a year ago under M. Danie Maartens, has an agency in Hong Kong. It is linked with the Republic of South Africa with NATIONAL MARKETING & DEVELOPMENT CORP.

\*\* Herr Georg Duivelshof has been appointed manager of FARREL GmbH (see No 379), the formation of which is now complete. The new company is in Frankfurt, has DM 20,000 capital, and is owned by an American company whose Common Market interests (see No 333) were previously restricted to Italy and the Netherlands: FARREL CORP, Ansonia, Connecticut, which makes machinery for the rubber, plastics, metal industries etc.

\*\* STE FRANCO ITALIENNE DE BRULEURS SA is being formed in Paris with Ff 100,000 capital to import and sell burners made by the Turin company JOANNES SpA.

The Italian company, which specialises in machine tools (especially vertical tapping machines), runs a finance house in Luxembourg called JOANNES HOLDING INTERNATIONAL SA, which was formed in May 1965 (see No 314).

\*\* The German light metal processing company (mainly for cycle and motor cycle parts), which also produces electrical equipment, KARL ALTENBURGER KG LEICHTMETALLFAHRZEUGTEILE-FABRIK, Jestetten has set up a research subsidiary in Switzerland, ALTENBURGER ELECTRONIC GmbH LABORATORIUM, Kreuzlingen (capital Sf 20,000; managers MM. K. Altenburger, H.G. Siegfried, Erlangen, Nuremberg and W. Thomassen, Hegne, Constance).

The parent company, (authorised capital DM 1.5 million) has an annual turnover of around DM 7 million. It employs about 250 people in its factories at Jestetten and Staufen, Breisgau. In France, its exclusive agency is the firm J.E. CANETTI & CIE, Neuilly, Hauts-de-Seine.

\*\* ROCKWELL GmbH, Pinneberg (capital DM 13 million: West German wholly-owned subsidiary of ROCKWELL MANUFACTURING CO, Pittsburgh, Pennsylvania - see No 344) has opened a Munich branch to run the new factory it is planning to build there. It will be directed by MM. Dieter Neumayer, Werner Glden and Jan Petersen.

The American group makes plant and equipment for the gas and petroleum industries and also produces counters, small machine tools etc. Its sales reached \$185 million in 1965 when it also (see No 321) acquired a 46% interest in a firm making counters and control equipment for the gas industry I.B. ROMBACH, Karlsruhe. Its other West German subsidiaries are ILO WERKE GmbH, Pinneberg and SUDDEUTSCHES ROCKWELL WERK GmbH, Munich.

\*\* The West German plumbing and castings concern TH. JANSEN GmbH ARMATUREN- & MASCHINENFABRIK, Rohrbach, Sarre, which at the end of 1965 (see No 295) wound up its 92% French manufacturing subsidiary, TH. JANSEN SA, Rethel, Ardennes (200 employees), has decided to set up once more in France and has thus formed a new subsidiary under the same name (capital Ff 2.5 million) which is to run a factory at Forbach, Moselle, president M. Helmut Jansen.

The parent company, which employs 500 people at Rohrbach, has a foreign sales network consisting of numerous agencies in France (Paris, Lyons, Marseilles, Douai, Nantes, Mulhouse, St-Marcel, Aude) and in the main European countries as well as in the U.S.S.R., Africa and Latin America.

\*\* An agreement has been signed in Belgium between KYSOR INDUSTRIAL CORP, Cadillac, Michigan and GENIE METALLURGIQUE & CHIMIQUE SA, Brussels (see No 361) with the aim of manufacturing and selling semi-assembled and single parts for vehicles. This has led to the formation of a joint subsidiary, KYSOR INDUSTRIES SA, Brussels (capital Bf 6 million).

The American concern has a turnover around \$ 8 million and employs some 600 people in its factory at Cadillac, where it makes thermostatically controlled cooling systems for heavy vehicles and air-conditioning equipment. Until now its only interests outside the United States were in Canada: A.J. SALES CO LTD, Ridgetown, Ontario, CHATHAM PLATING LTD, Chatham, Ontario and KYSOR OF CANADA LTD.

The Belgian firm is linked to the STE GENERALE DE BELGIQUE SA, Brussels and at the beginning of 1966 it increased its capital from Bf 12 million to Bf 42 million. Its shareholders include SOFICHIM-STE DE FINANCEMENT, DE GESTION & D'EXPLOITATION D'INDUSTRIES CHIMIQUES SA, STE GENERALE DES MINERAIS (23.8% each) and METALLURGIE HOBOKEN SA, and CIE DES METAUX D'OVERPELT-LOMMEL & DE CORPHALIE SA (26.2% each). Since 1965 it has been linked with another American company, CATALYSTS & CHEMICALS INC, Louisville, Kentucky in CATALYSTS & CHEMICALS EUROPE SA, Brussels (see No 306), and it was recently awarded a contract to build a zinc refinery (using the Overpelt process) with an annual capacity of 25,000 tons at Noyelles-Godaut, Pas-de-Calais for STE MINIERE & METALLURGIQUE DE PENARROYA SA, Paris (see No 379).

\*\* The Paris engineering company, STEIN & ROUBAIX SA, (see No 357) has now finished taking over CIE DES SURCHAUFFEURS SA, Paris, (capital Ff 2.6 million) complete control of which it acquired from COMBUSTION ENGINEERING INC., New York, in 1965. It is linked with the latter, and also with ESCAUT & MEUSE SA, Paris: its capital remains fixed at Ff 22 million.

\*\* RUBETTIFICIO LIGURE SpA, Abbadia Lariana, Como, (rigid and flexible tubes, accessories for aerosol sprays, etc) has gained control of its Venezuelan licensee, ENVASE NACIONALES DE ALUMINIO CA. The Italian company (capital Lire 500 million - managing director, Sig. Uliisse Guzzi) employs more than a thousand people in its factories at Abbadia Lariana, Genoa and Pontedecimo.

\*\* The Swiss manufacturer of air-conditioning ducts and equipment, ARFA ROEHRENWERKE AG, Münchenstein, Basle (capital Sf 1.5 million) has extended its interests to West Germany with the formation of a manufacturing and sales subsidiary, ARFA GmbH, Märkt Kr. Lörrach, (capital DM 100,000) whose manager is M. Max Hegnauer, Aesch, Basle.

\*\* Under a 90-10 link-up between the German concerns MASCHINENFABRIK WIESBADEN GmbH, Wiesbaden and MENK APPARATE-BAU GmbH, Marienberg, Westerwald, for French sales of steel radiators, heaters, transformer casings, etc., a new Paris joint subsidiary has been formed. The latter is with MW RADIATEURS DISTRIBUTION Sarl, has Ff 20,000 capital and is managed by M. Pierre Innocenti.

The first of the parent companies (capital DM 2 million) employs over 800 people, and has an annual turnover of around DM 40 million. The second employs 300 people, and its turnover is DM 10 million: it is controlled by the holding company, GENERAL CONTAINER CORP. ESTABLISHMENT, Vaduz, Liechtenstein and is managed by Herr Horst Frober.



\*\* The largest Commonwealth agricultural machinery makers and the second largest group in the world making plant for small and medium-sized firms, with 36 factories in 10 countries, MASSEY-FERGUSON LTD, Toronto (see No 368) has completed its European organisation by forming SpA MASSEY FERGUSON ICM, Latina, Italy (capital Lire 1 million). This company will make and sell farm and industrial tractors, engines etc. The president is Sig. Flavio Fadda and the directors are Sigs Gerolamo Canepa and Ernesto Durio.

The group's German subsidiary, MASSEY FERGUSON GmbH, Eschwege recently increased the capital of its own subsidiary in Hanover, MASSEY FERGUSON GmbH ZWEIG-NIEDERLASSUNG NIEDERSACHSEN from DM 32 - 35 million. The Paris subsidiary MASSEY FERGUSON SA (capital Ff 45 million) recently formed an "Industrial and Public Works Equipment" Division for its industrial plant, mechanical-shovel-loaders for building and civil engineering. Its president and director-general is Mr Hugo Vajk who also held the same post in MOTEURS PERKINS SA (formerly STE FRANCAISE DES MOTEURS PERKINS SA), St Denis-Seine Saint Denis.

The latter (capital Ff 14 million) is a subsidiary of PERKINS ENGINES LTD, Peterborough, another affiliate of Massey Ferguson Ltd - whose German subsidiary PERKINS MOTOREN GmbH, Aschaffenburg recently had its capital increased from DM 100,000 to DM 585,000 directly by the Toronto group. The latter also has an indirect subsidiary in Spain PERKINS HISPANIA SA, Madrid, in which the Peterborough group increased its interest from 8% to almost 50% in 1964, and is negotiating the purchase of a 38% shareholding in MOTOR IBERICA SA, Barcelona, a major Spanish tractor manufacturer which is negotiating a merger with PERKINS HISPANIA and MOTORIZACION AGRICOLA SA.

\*\* The French vacuum-cleaning plant concern PRAT DANIEL SA, Rueuil Malmaison, Hauts-de-Seine, has wound up its Milan subsidiary PRAT DANIEL ITALIANA Srl. The French company has Ff 2,915 million capital, and retains control of STE BELGE PRAT DANIEL SA, which it formed in Brussels in 1960, and in which AIROFILTRE SA, Geneva, has a minority interest. It has numerous foreign agents, particularly in West Germany: one of these, INDUSTRIE-COMPAGNIE KLEINWEFERS KOSTRUKTIONEN & HANDELS GmbH, Krefeld (see No 363), is a sister company of J. KLEINWEFERS SOHNE GmbH & CO KG, Krefeld, which recently formed BELOIT KLEINWEFERS TEXTILE MACHINERY CORP at Pendleton, South Carolina (see No 366) and is itself linked with the Paris company FRANCAL-STE POUR LA CONSTRUCTION & LA VENTE D'ECHANGEURS THERMIQUES. Prat Daniel also holds interests in THERMAL EFFICIENCY LTD, London; MONTAN INDUSTRIEBEDARF HANDELS GmbH, Vinnna; RECO-RECUPERATOR ENGINEERING CO LTD, Tokyo; STRICO GES. FUER METALLURGIE & WARMETECHNIK mbH, Gummersbach, Cologne (see No 341), and KLEINWEFERS INTERNATIONAL AG, Zug (formerly D. SALHOFER PLASTIC AG). It has had its own Pittsburgh subsidiary for the last fourteen years, THERMAL TRANSFER CORP, which is now one of the largest American companies making heat exchanges for iron and steel and chemical industries.

\*\* The Swiss tool manufacturer, TRIMEX AG, Heimberg, Berne (capital Sf 51,000) has formed a West German sales subsidiary, TRIMEX-EINKAUFS- & VERKAUFS-GESELLSCHAFT FUER WERKZEUGE & WERKZERG MASCHINEN mbH, Grenzach, (capital DM 20,000) with Herren Fritz Scheidegger, Jakob and Max Deller, Heimberg, as managers. The latter also directs two Heimburg firms, BOHRBUECHSEN AG (precision drilling chucks - capital Sf 75,000) and LABAG AG (building materials - capital Sf 51,000).

\*\* The British trailer building concern R. A. DYSON & CO LTD, Liverpool, and the Italian engineering group OFFICINE VIBERTI SpA, Turin (see No 355), together with its affiliated company OFFICINE ADIGE, Verona have signed an agreement for technical co-operation and exchange of 'know-how'.

In association with OFFICINE CALABRESE, Bari, Officine Viberti recently formed a manufacturing subsidiary in Ethiopia. The group is linked by licensing agreements with a number of foreign companies and particularly in France with AUTOMOBILES M. BERLIET SA, Venissieux, Rhone.

\*\* The German company, G. L. REXROTH LOHRER EISENWERK GmbH, Lorch, Main, has formed a sales subsidiary in Zurich called REXROTH AG (capital Sf 50,000). The parent company is a family concern which doubled its capital in 1965 to DM 9 million: it produces oleo-hydraulic control and regulating equipment and complete hydraulic installations for industry. It employs 1,500 people, and has an annual turnover approaching DM 45 million.

FINANCE
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\*\* CIE FINANCIERE DE SUEZ SA (see this issue), and B.U.P. - BANQUE DE L'UNION PARISIENNE SA (see No 366), which have long been strengthening their ties, have now merged. The process was begun in 1964 (see No 282), when Suez and UNION DES MINES LA HENIN SA, Paris, took interests of 21% and 3.4% respectively in B.U.P., against their contribution of shares in SEPGIF - STE D'ETUDES DE PARTICIPATIONS & DE GESTION INDUSTRIELLES & FINANCIERES SA, Paris. When BANQUE DE LA CIE FINANCIERE DE SUEZ & DE LA HENIN SA (see No 321) was formed jointly in 1965 by Suez (40%) and Union des Mines La Henin (50%), B.U.P. also took an interest of 10%, and this was a further step towards the current link-up.

The merger will be in two phases: first of all B.U.P. will make over its banking business (and some holdings) to its 40.3% subsidiary CIE FRANCAISE DE CREDIT & DE BANQUE SA, Paris, which raised its capital to Ff 34,580,000 when it took over STE FINANCIERE DE L'AFRIQUE DU NORD SA, Paris (capital Ff 5 million): it will then become BANQUE DE L'UNION PARISIENNE (C.F.C.B.). In the second phase B.U.P., which will be a straight holding company by then, will be absorbed by Suez, which will then become CIE FINANCIERE DE SUEZ & DE L'UNION PARISIENNE. As a result, the new holding company will control 80% of the capital of Banque de l'Union Parisienne (C.F.C.B. SA) and 50% of that of BANQUE DE SUEZ & DE L'UNION DES MINES SA.

\*\* BANK LEUMI-LE ISRAEL BM, Tel Aviv, through its Swiss subsidiary CIFICO BANK AG, Zurich (see No 280; capital Sf 6 million) has formed a holding company in Luxembourg, FIDINVEST SA (capital \$10,000). The directors are Messrs. Heinz Grunbaum, Alexandre Gross and Michael Towbin.

The Israeli bank formed a similar company in January 1964, LUXINVEST SA, Luxembourg (capital \$100,000). In the same country it also has a share in ISROP SA - THE ISRAEL EUROPEAN CO (see No 245).

\*\* A three-way agreement in principle was reached in June of this year in Paris, whereby C.I.C. - CREDIT INDUSTRIEL & COMMERCIAL SA and the two banques d'affaires BANQUE DE PARIS & DES PAYS-BAS (see No 379) and CIE BANCAIRE SA (see No 371) would strengthen their ties (see No 360): the group CHARGEURS REUNIS SA (see No 364) was also to take part. A two-part operation has now been embarked upon to see this through: this will centre upon Banque de Paris et des Pays-Bas, and will entail, on the one hand, its takeover of the investment company OMNEPAR - OMNIUM D'ETUDES & DE PARTICIPATIONS SA, Paris, and on the other its receipt from C.I.C. of a portfolio worth Ff 10.6 million. As a result, the bank's capital will be raised from Ff 337.8 million, first to Ff 342,030,000 and then to Ff 346.9 million.

Omnepar was formed in April 1963, and recently raised its capital in an issue underwritten 50-50 by Cie Bancaire and Chargeurs Reunis to Ff 10 million from Ff 50,000. The takeover of Omnepar will give these two 7% interests in Banque de Paris, and their respective presidents, MM. de Fouchier and F. Fabre will join its board of governors. C.I.C.'s contribution will bring it a stake of about 1.5% in the Paris bank.

\*\* The serious difficulties in which the "INTRA BANK SA" group finds itself, have resulted in one of its directors, Mr. Fernand Khoury, being made responsible for operations in Europe, and especially in France. In fact, the group's Paris subsidiary is at present engaged in a series of investment or property promotion operations being developed by several of its subsidiaries, including CIE AUXILIAIRE DE MANDAT SA and VIDEON SA, about which it had already appealed to the head office in Beirut.

In addition, disputes have arisen over interests purchased by the group in CHANTIERS NAVALS DE LA CIOTAT SA, La Ciotat, Bouches du Rhone (see No 361) through SA DU HALL MONTAIGNE (see No 324) and CEMA-CIE EUROPEENNE DE MATERIELS SA. The capital of these ship-yards is at present shared 45.07% by CEMA; 32.63% by Hall Montaigne; 11.11% by the WORMS group; 5.99% by CIE DE CONSTRUCTIONS MECANIQUE-PROCEDES SULZER; 1.88% by the DE RIVAUD group (through CIE FINANCIERE DE L'ARTOIS SA); 2.22% by Madame Reboul and 1% by various other shareholders. The disputes have arisen not only over the Intra Bank holding in CEMA, which it acquired on taking over the MILLET group, Dampoutin, Belfort (bulk tankers) in 1963, but also over the way in which Hall Montaigne substituted for CEMA on taking up the option to increase its own interest in La Ciotat. Even on this second point, CEMA's interest in La Ciotat would be raised to 57.37% and Hall Montaigne's would fall back to 20.34%.

\*\* ELTRA CORP, Brooklyn, New York (see No 357), the major world producer of linotypes formed by the merger in 1963 of ELECTRIC AUTOLYTE CO, Toledo, Ohio, and MERGENTHALER LINOTYPE CO, Brooklyn, has wound up ELECTRIC PRESTOLITE SpA, formed in Milan at the beginning of 1963 (capital Lire 100 million) and re-named APPARECCHI ELETTRICI SpA, which did not succeed in increasing its capital to Lire 200 million as intended in June 1964.

Since August 1966, the American group has controlled UNIFIVAC-UNION FINANCIERE POUR LA VENTE A CREDIT SA of which the chief new directors are Messrs. Glenn Taylor, vice-president of ELTRA, George Italmus, president of EQUILEASE CORP (a Division of the group which recently formed a subsidiary in Zug, Switzerland - see No 353), and Tage Bollander, European director of MERGENTHALER INTERNATIONAL (whose Frankfurt subsidiary is the majority shareholder in the printing machine firm D. STEMPEL AG, Frankfurt).

Through UNIFIVAC, it has become the majority shareholder in two credit sales finance companies, CAUPAR-UNIFIVAC SA, (formerly STE DE CAUTIONNEMENT & DE PARTICIPATIONS SA) and its 96.3% subsidiary CREDIMA-CREDIT MALAKOFF SA, Paris. It is associated with the ZILKHA group in the other Unifivac subsidiaries: SECILIA-STE D'ETUDES & DE CREDIT D'INTERET COMMERCIAL & AGRICOLE SA, Paris; FINANBOR-STE FINANCIERE BORDE-LAISE SA, Bordeaux and COFRIM-CIE FRANCAISE IMMOBILIERE & DE CREDIT. The latter (capital Ff 1 million), its parent-firm and two of its sister-firms, were based on the premises of BANQUE D'ARBITRAGE & DE CREDIT SA, Paris which had an indirect 50% share in forming ZILKHA & SONS Sarl, Paris. Zilkha itself formed UFIM-UNION FINANCIERE D'INVESTISSEMENTS IMMOBILIERS SA HOLDING, Luxembourg (capital Fl 1 million; director M. Eliabon Zilkha, Geneva) at the end of 1965.

FOOD & DRINK
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\*\* THE QUAKER OATS CO, Chicago (food products, cereals, pet foods, etc. - see No 370), has wound up its Milan subsidiary, PRODOTTI QUAKER ITALIANA. The latter was formed in June 1963 to run a factory making farinaceous foods at Valvasone, Milan, which has now ceased production.

The American group recently made over the factory of its German subsidiary QUAKER NAHRMITTEL GmbH, Grevenbroich Bei Düsseldorf, to the milling company GEORG PLANGE FUTTERMUHL E DUSSELDORF GmbH.

\*\* The wine and spirits importers and traders SAINT FERDINAND Sarl, which was formed recently in Paris (capital Ff 25,000), is mainly of German origin: Herr Elmar Pieroth of Munster Sarmshein has 20%, and the remainder of the share capital is held by the Swiss firm ADMINVIN GmbH, recently formed in Zug (manager Herr Kuno Pieroth).

OIL, GAS & PETROCHEMICALS
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\*\* SIGNAL OIL & GAS CO, Los Angeles, has implemented agreements it signed in 1965 with the West German oil group KLEINHOLZ by taking it over (see No 343). The American group thus becomes the 75% majority shareholder in KLEINHOLZ MINERALOEL GmbH, Essen (formerly KLEINHOLZ & CO oHG), whose capital has been increased from DM 1 to DM 4 million; it also now has a 70% interest in KRAFTSTOFFHANDELS GmbH, Berlin and Frankfurt, and a 60% interest in AG FUER CHEMISCHE & TEERPRODUKTE -(TEERCHEMIE), Hamburg.

The Essen company (annual turnover exceeds DM 200 million) has a refinery at Altenessen, which specialises in heavy petroleum products, and a large distribution network in West Germany. It has a 100% interest in ALMINAG-ALLGEMEINE MINERALOEL- & ASPHALT GmbH, Berlin, and in MINERALOEL- & FILTERTECHNIK GmbH, Essen, a 95% interest in BERLINER TANKLAGER-VERWALTUNGS GmbH, Berlin, and a 50% interest in AUSSENHANDELSKONTOR SCHIEWECK GmbH, Frankfurt.

The American group expects that its turnover will reach \$1,000 million in 1966, and already has extensive interests in West Germany with a wholly-owned distribution subsidiary, SIGNAL OEL GmbH, Düsseldorf, while it also controls directly and indirectly MINERALOEL- & ASPHALT WERKE, Ostermoor (refining - a 97% interest) and MINERALOEL- & ASPHALT HANDELS GmbH (distributing - an 87% interest).

PAPER & PACKAGING

\*\* MEAD PACKAGING INTERNATIONAL INC (see No 311), which handles the foreign business of the Dayton, Ohio paper and packaging group THE MEAD CORP, (see No 347), has decided to build a packing materials factory at Rosendaal in the Netherlands. The new concern will employ about 100 people and will export about 70% of production to other European countries. The American already has one Dutch subsidiary, MEAD BRANSON NV (see No 285).

PHARMACEUTICALS

\*\* The holding company CHEPHAR-AG FUER CHEMIE & PHARMAZEUTIK, Vaduz, Liechtenstein - which has already backed two sales companies in Milan for sanitary products, health and baby products - is now forming other similar companies in Milan. It has set up two companies with a capital of Lire 1 million each: MAP-MECCANICA ALTA PRECISIONE Sas and CIASAP-CIA INTERNAZIONALE ARTICOLI SANITARI AFFINI FUERICOLTURA Sas. The first of these will manufacture and sell metallic products for surgical use, mainly syringes and other injection instruments; the second will make and sell health and baby goods and accessories. Sig Gian Marco Casartelli of Milan is associate director of the former and Sig Angelo Bianchi of Brunate, Como, who is already manager of another Chephar subsidiary in Milan, KINDERBABY Sas (see No 363), is associate director of the latter.

\*\* The chemical and pharmaceutical group ZYMA SA, Nyon (capital Sf 5 million) has bought a large shareholding in CHIMICO FARMACEUTICA SpA, Milan. The Swiss group already has several Common Market subsidiaries: ZYMA BLAES AG ARZEIMITTELFABRIK, Munich; LABORATOIRES ZYMA GALEN SA, Brussels; NV ZYMA NEDERLAND, Amsterdam. Since 1963 it has had a stake in Britain with ZYMA (UNITED KINGDOM) LTD, Godalming.

The group was known as TH. MUHLETHALER SA until 1960 and sold its products under the "Zyma" trade-mark. It has now reorganised its purely pharmaceutical side of the business under ZYMA SA, while its perfumery products still come under Th. Muhlethaler which is now a wholly-owned subsidiary of Zyma. Under this reorganisation the group wound up its Milan branch TH. MUHLETHALER PROFUMI SA in 1963. This firm was responsible for importing essential oils, extracts, basic products for perfumery etc.

PLASTICS

\*\* The Swiss wholesaler of leather and plastic goods, WINTER & CO oHG, Basle, has formed a West German import and sales company, WINTER & CO GmbH, Lörrach (capital DM 20,000) with M. Phillip Winter, Binningen, Basle, as manager.

\*\* The largest German tyre company, CONTINENTAL GUMMIWERKE AG, Hanover, has further diversified its business of taking another interest in the plastics sector: it has gained control of FORMPOLSTER GmbH, Gohfeld b. Bad Oeynhausen, which was owned by Herr Martin Schröder. The latter specialises in plastic foam (mainly for the furnishings and automobile industries); it employs 260 people at Gohfeld and Niedermendig, Eifel, and in 1965 achieved a turnover of DM 15 million.

The Hanover group's most recent move in this sector (its capital was raised last June from DM 140 to DM 266 million) was the acquisition of an interest in a firm making plastic bottle crates, called ALEXANDER SCHOELLER & CO, Göttingen (see No 364).

\*\* CIE DU POLYSTYRENE SYNTHETIQUE SA (capital Ff 100,000; see No 374) has now been finally established in Paris. It is under the 51% control of the GOODYEAR TIRE & RUBBER CO group of Akron, Ohio - 49.5% directly and the rest through three of the directors of its subsidiary STE FRANCAISE GOODYEAR SA (MM E. Birnbaum, L. Lins and F. Milward). The CIE GENERALE DES ETS MICHELIN (MICHELIN & CIE) SA group of Clermont Ferrand - whose bank CIE INDUSTRIELLE DE BANQUE SA is based on the premises of the new firm - owns the remainder of the capital: 20% directly and through MANUFACTURE FRANCAISE DES PNEUMATIQUES MICHELIN SA (46%) and two of its directors MM Jean Escudie (president of the new company) and Louis Leger.

PRINTING & PUBLISHING
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\*\* The New York group TIME INC (see No 311) has extended its European interests appreciably by taking a 46% shareholding in EDITIONS ROBERT LAFFONT SA, Paris. This interest was formerly held by MM JEAN LAMBERT & CIE Snc, Paris (see No 298), which is a member of the group LAMBERT INTERNATIONAL CO, Stamford, Connecticut. Robert Laffont has Ff 6 million capital, and in February 1964 it took over EDITIONS DU PONT ROYAL, Paris, which it formerly controlled 50-50 with LES EDITIONS MONDIALES SA, Paris (DEL DUCA group). In December 1964, the advertising publications company, BRUNETOILE-CREATIONS PUBLICITAIRES-LES PRESSES DE L'ELYSEE, Paris, also came under its control.

The American group (7,700 personnel) is mainly responsible for publishing the two largest weeklies in the world: "Life" (7.2 million copies) and "Time" (3.9 million). It also publishes the monthly "Fortune". Its European business is handled by TIME LIFE INTERNATIONAL (NEDERLAND) NV, Amsterdam, which heads TIME LIFE INTERNATIONAL Sarl, Paris, TIME LIFE PRESS AGENCY Sarl, Paris, TIME LIFE INTERNATIONAL LTD, London and TIME LIFE AG, Zug. In Italy its 50% interest in PANORAMA SpA, Milan, was acquired at the end of 1965 by ARNOLDO MONDADORI EDITORE SpA (see No 311), which already held the other half of the capital. As far as television is concerned, the American group has a 50% interest (through LIFE CIRCULATION CO and TIME LIFE BROADCAST INC, New York) in DUMONT TIME FILM-UND FERNSEHPRODUKTION mbH, Cologne, in which interests are also held by Monsieur Alfred du Mont (10%) and VERLAG M. DUMONT SCHAUBERG-DE COLOGNE (40%). In Stockholm, it has a 25% interest in SVENSKA TV A/B, in which 25% interests are also held by SVENSKA A/B PHILIPS (which is a member of the Eindhoven group NV PHILIPS' GLOEILAMPENFABRIEKEN).

TEXTILES
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\*\* The French textile firm C.O.F.P.A. -CIE DES FEUTRES POUR PAPETERIES & DES TISSUS INDUSTRIELS SA, Le Fond Pontouvre, Charente, and a Belgian one, VON ASTEN & CIE, Eupen, have both taken minority interests in forming ASCOE FELTS INC. at Clinton, South Carolina in the USA. The new company is to run a pulping felt factory, which is due to go into service in 1967: this is controlled by ASTEN HILL MANUFACTURING CO, Philadelphia, Pennsylvania.

The latter was formed in 1931, and is the largest concern in this industry in the USA, where it has three factories at Philadelphia, Waterborough and Salem. Outside of the USA it also runs manufacturing concerns in Canada (Valley Fields, Quebec) and in Brazil. C.O.F.P.A. (capital Ff 10 million) employs about 1300 people, and covers more than half the French market for pulping felt. It was formed at the end of 1965 as a result of the merger of WEILLER & CIE SA, Angouleme, Charente, ETS REGNIER Sarl, Le Fond Pontouvre, DORBET & CIE - STE LIMOUSINE INDUSTRIELLE & COMMERCIALE Sarl, St. Junien, Haute Vienne and DE-BOUCHAUD & CIE Sarl, Nersac, Charente.

\*\* The Dutch ready-mades firm VANDEM SPORT CONFECTIE NV, Vergeyk, now has a Belgian sales subsidiary CONFECTIEBEDRIJF SIR JOHN NV, Houthalen (capital Bf 1,305 million).

\*\* The Dutch textile company ZEEUWSCHE CONFECTIEFABRIKEN NV, Middelburg, has extended its Belgian interests by forming an almost wholly-owned subsidiary in Langemark, NECOLAN NV (capital Bf 2 million).

\*\* A textiles sales company, CORDE-STYLE NV, Bree, (capital Bf 500,000) has been formed in Belgium as the almost wholly-owned subsidiary of the Amsterdam ready-made clothes manufacturer, CORDE-CONFECTIE NV.

\*\* The Swiss company, ASCA INTERNATIONAL SA, Zurich, (capital Sf 100,000) which deals in international sales of synthetic fibres, has opened a Munich subsidiary. The Zurich company was formed in 1960 with Sig. Franco Ferradini, Milan, as director.

VARIOUS
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\*\* The American investment company MADISON FUND and BANQUE DE PARIS & DES PAYS-BAS SA (see No 379) - through its Geneva subsidiary - have finally taken up 34% in the film production and distribution company COLUMBIA PICTURES CORP, New York (see No 378).

The latter has numerous European interests: COLUMBIA FILMS SA, Paris (which recently absorbed ORSAY FILMS Sarl, Paris - see No 355); COLUMBIA FILMS SA, Schaerbeek, Brussels; COLUMBIA BAVARIA FILMS GmbH, Munich, and COLUMBIA PICTURES CORP LTD, London. In addition, its 88% subsidiary SCREEN GEMS INC, New York, has a subsidiary of its won in Hamburg: SCREEN GEMS GmbH.

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			S
A.E.G.-Telefunken	H	Formpolster	Q
Altenburger, Karl	J	Fuerzas Electricas de Cataluna	I
Apparecchi Elettrici	N		
Arfa Roehrenwerke	K	General Electric	F
Asca International	R	Genie Metallurgique & Chimique	K
Ascoe Felts	R	Goodyear Tire & Rubber	Q
Astrodata	G		
Auxiliare de Mandat	N	du Hall Montaigne	N
		Haniver Finanz	F
Bank Leumi-le Israel	M	Hawker-Siddeley	E
Banque Commerciale de Paris	E	la Henin, Union des Mines	M
Banque de l'Indochine	E	Hidroelectrica de Cataluna	I
Banque de Paris et des Pays-Bas	N,R	Hino Motor	E
Banque de l'Union Parisienne	M		
Bertschinger, Theodor	E	Indesit	F
		Instituto Nacional de Industria	I
Chargeurs Reunis	N	Intra Bank	N
Chephar	P		
Chimico Farmaceutica	P	Jansen, Th.	J
Cie Bancaire	N	Joannes	J
la Ciotat, Chantiers Navals	N		
C.O.F.P.A.	R	Kleinewefers	L
Collins Tuttle	E	Kleinholz	O
Columbia Pictures	R	K.S.M.	I
Combustion Engineering	K	Kysor, Cadillac	K
Continental Gummiwerke	Q		
Continental Motors	D	Laffont, Robert	Q
Corde-Confectie	R	Lambert International	Q
Coty	D	Lebon & Cie	G
Credit Industriel & Commercial	N	Litton Industries	G
Czasch, Ing. Erich	F		
		Madison Fund	R
Dyson, R.A.	M	Massey-Ferguson	L
		Matra	E
Electric Prestolite	N	Mead Packaging	P
Electricite de France	I	Melinda Finanz Anstalt	F
Eltra	N	Menk Apparatebau	K
Empain	G	Mitsubishi	D
Encre Dresse	F	Motor & Industrial Investments, Capetown	I
E.N.H.E.B.	I		
Entwicklungsring-Nord	E	Oerlikon	D
Europeenne de Materiels	N	Officine Viberti	M
Evershed & Vignoles	H	Omark Industries	I
		Omnepar	N
Farrel	J		
Financiere de Suez	E	Perkins, Moteurs	L



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Perusmhar	F
Pilatus Flugzeugwerke	D
Polystyrene Synthetique	Q
Prat Daniel	L
Quaker Oats	O
Rexroth Lohrer Eisenwerk	M
Rockwell	J
Ryan Aeronautical	D
Saint Ferdinand	O
Schneider	G
Semia	I
Signal Oil & Gas	O
S.I.R.	F
Stein & Roubaix	K
Suez, Financiere de	M
Surchauffeurs, Cie des	K
Svenska Aeroplan	E
Time Inc.	Q
Trimex, Berne	L
Tubettificio Ligure	K
Unifivac	N
Union Europeenne Industrielle	E
Vandem Sport Confectie	R
Veneta Serramenti Avvolgibili	E
Videon	N
Von Asten	R
Werbeagentur	D
Westinghouse	H
Wiesbaden Maschinenfabrik	K
Winter & Co, Basle	P
Worms & Cie	E
Zeeuwsche Confectiefabrieken	R
Zyma	

