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# The Economist

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# WHAT'S GOING ON?





# Crane increases steel valve production capacity in 7 multi-national plant locations

Today, in the petroleum and petrochemical industries, the Number One need is for more, more—and more Steel Valves.

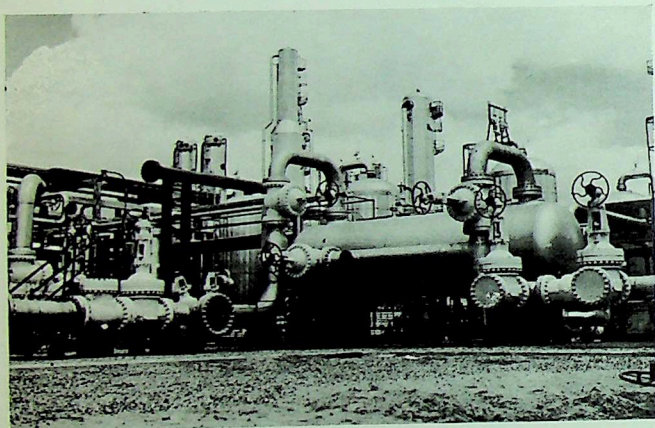
Crane is meeting this increasing need with greatly expanded capacity for producing Steel Valves. New plant facilities in 7 globe-spanning locations are turning out Steel Valves at nearly double the former output.

Crane can supply the Steel Valves you need to meet specifications of your project. Gate, Globe and Check—from standard production in sizes from 1½" through 24", in

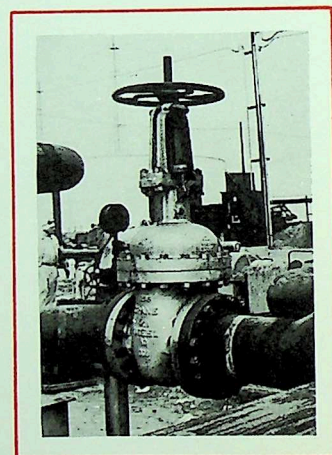
ASA 150, 300 and 600 series.

You order from the manufacturer of the most complete line of fluids handling equipment in the world — valves, pumps, meters, controls, water treatment and conditioning equipment. All available to you from a single transnational source of supply and responsibility. Crane.

For prompt action, contact the Crane company or distributor nearest you. Or, write to Crane Co., World Headquarters, at 300 Park Avenue, New York, N.Y. 10022.



This Australian refinery complex uses Crane Cast Steel Valves, in sizes up to 24", in ASA 150, 300, and 600 series.



This 300-pound Steel Gate Valve controls flow in a pipeline between an oil refinery and its tank farm.

## CRANE

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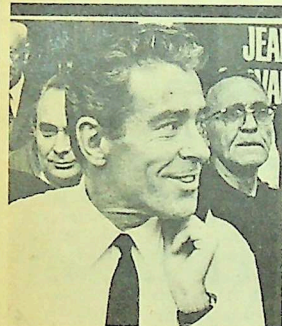
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September 5, 1970



### What's going on?

The Americans have got to make Israel believe it can trust them—so their belated admission about those Egyptian missiles in the ceasefire zone is something, if not very much, page 13. The line-up behind Moshe Dayan in the Israeli cabinet's argument with Washington, page 26.



### The gambler of Bordeaux

M. Servan-Schreiber is sticking his neck out against France's prime minister—and it's a neck France needs, page 16.



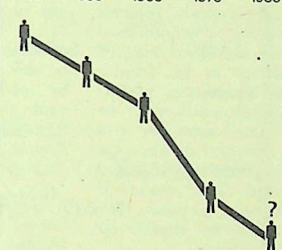
### Mobutu's magic

The Congo is respectable again and President Mobutu suddenly finds himself on visiting terms with Belgium's royals and even Mr Nixon, page 73.

### Ted's back

Mr Heath's return to No. 10 will bring some relief to those who are uneasy about the Government's apparent lack of drive. But Mr Barber and Mr Carr need to prove themselves as quickly as possible, page 14.

1938 1950 1960 1970 1980



### Poor, poorer, poorest

As things are going, Britain will soon be not only the poor man of western Europe but, before the decade is out, backward by some Asian standards, and only fifteenth in the world's wealth league, page 69.



### The small mercy

Mr Husak's claim that Czechoslovakia is back to normal suggests that he has a curious idea of normality. Yet he's probably the best viceroy they'll get, page 18.

### Detroit in trouble

America's middle-aged motor industry is under pressure from public opinion as well as from foreign competitors and its own workers, page 47.

### Aviation's tough, too

Why success in aircraft building seems to bring even bigger headaches than failure, page 67.

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# You are right to feel safe in a Rover.

Think of the times you find yourself driving in difficult situations—motorways, late at night, with visibility low—or tortuous country roads, in wet weather.

Then think of this. When you drive a Rover you're driving a car specifically designed to take the stress and fatigue out of motoring.

First, you're protected by 23 special safety features.

The all-steel base unit carries all mechanical parts, and cocoons the passenger compartment in a protective safety cage.

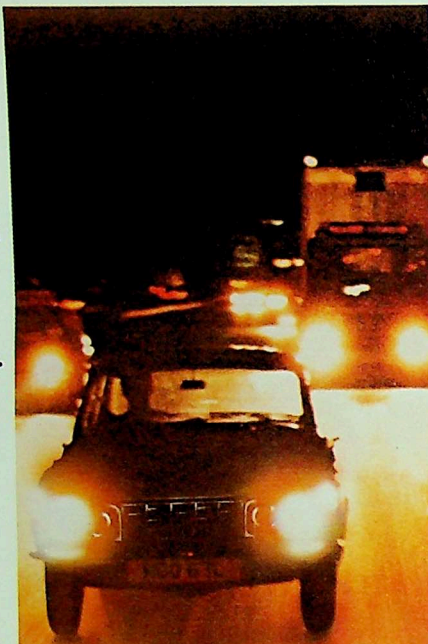
There are protective steel bulkheads fore and aft, and the whole interior is safely padded. Collapsible steering column, hazard warning lights, and radial ply tyres are fitted as standard.

So you can see how the Rover earned the AA gold medal for safety.

## Comfort

Then, because a tired driver is an unsafe driver, we built in comfort as an essential safety feature.

A necessity, not a luxury. Orthopaedically designed seats hold you in the ideal driving position. The scientifically arranged instrument panel gives your eyes more time on the road and less on the facia.



Face level fresh air ventilation, the highly effective sound insulation, deep pile carpets and rich upholstery keep driving stress to a minimum.

## Confidence

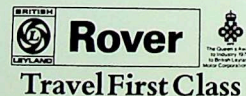
But a Rover gives you far more than safety and comfort.

It gives you confidence. The confidence that comes from control. When you put your foot down in a Rover—on accelerator or brake—things happen immediately and smoothly, thanks to all-round servo-assisted disc brakes and impressive engine performance.

This special kind of confidence promotes a refreshingly tolerant attitude toward other road users. And that too, makes the Rover a safer car to drive.

There are five quality-engineered Rovers to choose from—ranging from the 2000sc to the 3500 V8.

Take a safe drive in one soon.



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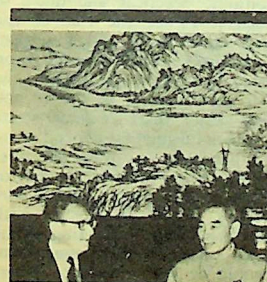
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February 17, 1973



### Stormy money

Currency crises are now one-week-long melodramas, until everyone sensibly changes the exchange rates. There will be more such non-crises to come soon, page 12. Mr Nixon has done the unthinkable again, page 49. As the yen floats high on the waves of Japanese trade, how the rate changes should also affect Britain, Germany, France, Switzerland, Italy, the EEC's monetary policy, Canada, Australia and particular industries around the world, pages 71-80. Stock markets seesaw in response, page 97, but the Eurodollar market may face a big change after next year, pages 73 and 98.



### Chou and friend

Mr Kissinger has a lot to agree about with his host in Peking, page 14. Should Britain sell China jump-jets?, page 34. In Vietnam, prisoners are released, some to go home to America, page 50, some to cross ceasefire lines that are still unsafe, page 29. In Laos, a ceasefire is yet to come, page 30.



### No turning back

The gasworkers' industrial action has brought fear to many homes—but a welcome show of resolution from Mr Heath. The unions now know that any strike against stage two will be regarded as an attempt to overthrow the Government and will precipitate a general election, page 11. It's a bit chilly for the gasworkers themselves, page 91. Labour's by-electoral worries, page 21.



### Hullo again

The bouncing-back of Mr Brian Faulkner may, or may not, be a portent in Northern Ireland, but his footwork has never been better, as Mr Whitelaw has seen, page 16. In Dublin, the voters are being urged to Back Jack and keep the republic in steady hands, page 33.

### The troubles of Georges

French finance and industry are worried at the possibility that President Pompidou's gaullists may be slipping to defeat in the election. What that could mean for everyone, including the British invaders, pages 83-88.

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