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Afghan Customs Workers Learn Latest Methods In Cargo Handling

By A Staff Writer

Afghan customs workers are now learning the latest methods in cargo-handling thanks to a new adult-training course set up as a cooperative effort of the Ministry of Finance and the Afghan Institute of Technology.

Twenty-five customs workers are currently taking the 12-week course during their after-work hours and another 375 employees of the Afghan Finance Ministry's Customs Department are awaiting the beginning of new courses.

The course, taught at the Afghan Institute of Technology, is conducted twice a week using two teachers—Said Maqsood and Rafuddin—paid by the Ministry of Finance, and using training materials furnished by the Institute.

The workers are volunteering their own time to attend the classes—attendance to date has been 97 per cent.

The training is expected to be particularly useful when the customs department moves out of its present quarters to its new building just outside of Kabul, on the Jalalabad highway.

Also, the training material being used will eventually be taken to the new customs buildings.

The course in which the workers are enrolled includes classes in the use and repair of mechanical equipment, such as fork-lift trucks, the building of wooden cargo skids, the recognition of special handling instructions, in various languages, and all basic safety regulations.

Instrumental in the continuing development of the course are Mohammed Anwar Ziaee, the Minister of Finance; Haider Dawer, the president of the Customs Department; said Ashraf, the Director of the Afghan Institute of Technology; and Gulam Sakhi, the institute's assistant director.

Plans are now being made to further expand the course and bring to Kabul cargo-handlers from the Afghan port cities of Kandahar, Herat Mazare Sharif and Kunduz.

The school is also open to any other Afghan ministry's employees or agencies, such as trucking companies wishing to train their workers in modern cargo-moving methods.

Meanwhile, Abdul Khaliq Rafiqi of the Finance Ministry along with other ten senior Customs officers have been in New Zealand since September 18 attending a special course planned to improve their understanding of how an efficient customs administration can help a nation's economic and industrial development.

The course, the second of its type to be held in New Zealand, was organized by the New Zealand Customs Department in association with the New Zealand Department of External Affairs and the New Zealand State Services Commission.

The New Zealand Government offered scholarships under the Colombo Plan and the Special Com-

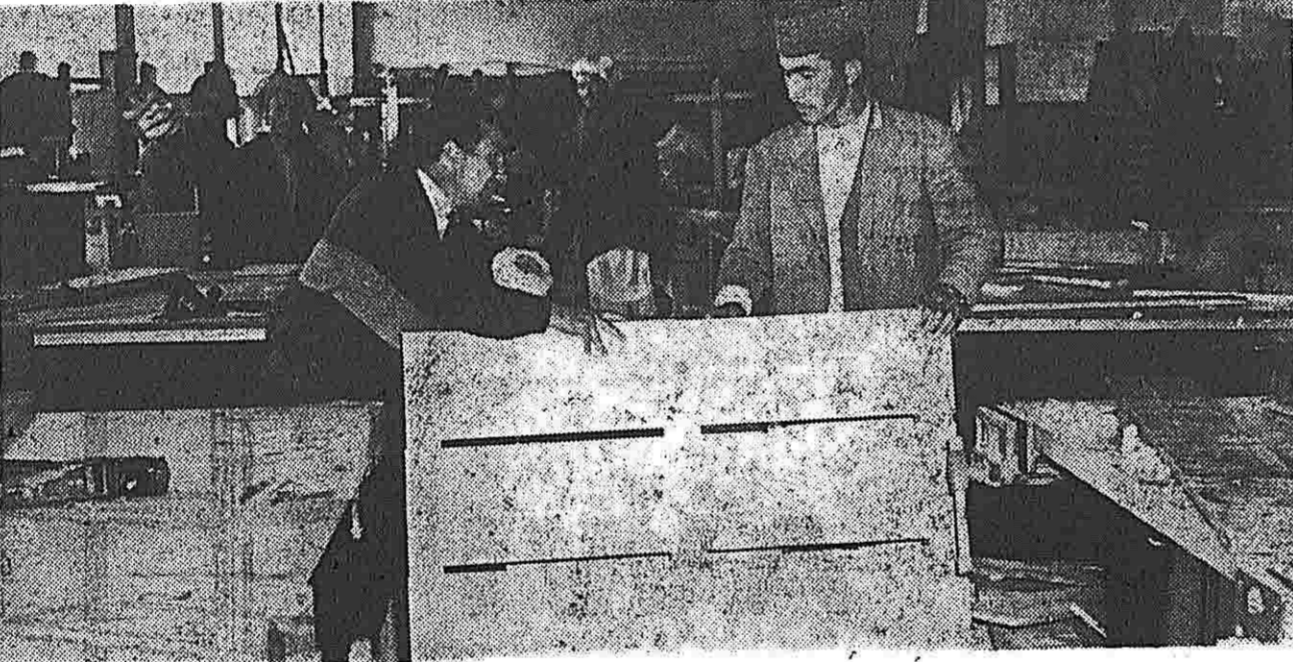
monwealth African Assistance Plan to enable representatives of overseas customs organisations to attend. "Although this project is only a small part of New Zealand's overseas aid programme, it has a significance far beyond its size," said N.L. Shelton, New Zealand Minister of Customs. It is one of the most effective forms of aid we can give.

"For most young and developing countries, an efficient customs organisation is fundamental to progress," Shelton continued.

"In countries where income levels are low, for example, customs revenue is often the main source of State finance and without it there might be little or no progress."



Rafuddin teaching customs workers' how to handle a fork-lift truck



Said Maqsood instructing a carpenter of the customs house.

BUSINESS & INDUSTRY

Naurozi Co. Sales Grow Higher Than Last Year

The Naurozi Industrial Company since its inception two years ago has been successful in increasing its producing and in raising its assets.

The manager is—the young Mohammad Aqa—who received his training in textile technology in the Federal Republic of Germany.

The symbol of the plant, which is a Horse, has become famous. The factory produces a variety of stockings for women, long and knee length. Most of the school girls, including the mini-skirted, wear the products of this plant.

"Our six sewing machines are not enough to meet all our demand," Naurozi says.

Horse brand also knits underwear, buntings and sweaters.

The factory last year produced 25 300 pairs of 25 different types of woollen and nylon sock and stocking.

"But in the first half of this year we produced 40 types of stocking and socks and have already sold 20 000 pairs. We expect our production will be more than double by the end of this year", Naurozi said.

The plant has five franchise sales shops in Kabul and has opened sales offices in seven provinces.

Wool and nylon is imported from Federal Republic of Germany.

The plant exports socks, stockings and buntings to the Soviet Union and Pakistan.

TURKEY'S ECONOMIC LEAP FORWARD

Can a country be wrested from backwardness and propelled into the 20th century industrial age by democratic processes? Can people be persuaded to change—or must new nations inevitably be rammed down their throats? The story of economic development in democratic Turkey is of particular interest for the light it sheds on these questions.

There is much to be happy about. Last year produced one of the fastest growths of the Gross National Product achieved by any country: 9.8 per cent. For the 1962-66 Five-Year Plan period an annual growth of 6.5 per cent was registered, with both farming and industry making great strides forward.

Output of electricity has nearly doubled since 1962, that of steel more than trebled. All in all, industrial production went up by over

40 per cent during Turkey's first Five-Year Plan, offering fresh employment opportunities where previously farming had provided the only means of support.

In Izmir, a charming seaside town, one could see the shape of things to come. Talking to industrialists, I learned that the greatest problem was to find labour, not just skilled labour, but any hands.

This, of course, is exceptional. It may be occurring in one or two more industrial centres. But the great problem in Turkey is unemployment, or under-employment. Population is increasing by 2.5 per cent annually.

But what impressed me most was the tremendous efficiency of these relatively small, privately owned establishments—a textile factory employing 2,500 workers or a steel mill turning out some 60,000 tons of products a year.

The owners were managers in most cases, taking an almost emotional interest in their factories. They had bought the equipment themselves, by travelling abroad more often than not. They were constantly on the look-out for new markets. Profits were handsome, as industries had almost an assured

(Continued on page 4)

BUSINESS WEEK IN REVIEW

Despite the fact that petrol import and sale is handled by the Government Monopolies steps were taken about two years ago to prepare for private sector involvement in the sale of petrol in the home markets.

The Government Monopolies which has installed petrol stations all over Afghanistan, un-

dertook a study a plan to give the sale of petrol to private hands on a commission basis.

The private sector was especially happy over the decision. They thought that through the management of the petrol stations especially in the wealthier provinces, they would be able to construct private car washing and car repair next to them.

In this way they thought, they would be able to earn money from the sale of petrol and the repairshops.

Government Monopolies said it would give a seven pul (one Afghani is equal to one hundred pul) commission per litre of petrol sold. But this decision only applied to petrol stations that sold one million or more litres.

If, however, the monthly sale was lower, those who held franchises on petrol stations would be able to get extra commission.

The purpose behind this arrangement was to permit petrol stations to meet all expenses—including salaries—and also to make a small profit.

The number of personnel employed in a petrol station in Kabul is between six and 11. In addition there is a clerk who writes out bills.

Businessmen, however, after careful study found that very little profit was ensured. The expected turnover, according to some Afghan businessmen, did

not justify the investment which one had to make in obtaining the petrol station.

"I was really interested in becoming a petrol salesman in Kabul and in constructing a automobile repair shop there but unfortunately my calculations showed that potential profits would not justify the expense of taking over a station," one businessman confided. He already has his own automobile repair workshop in Kabul.

Thus while the idea of the Government Monopolies is a welcome one the Monopolies must do something to raise the commission especially if it wants to generate interest in such enterprises in outlying provincial areas where at present there is little interest on the part of the private sector to take petrol stations over.

This is a natural outcome of business sense when there is not enough incentive in places such as central Afghanistan where traffic is rather limited.

If the Government Monopolies is interested in handing over some of it burden to the private sector, it will do well to call for open bidding in all parts of the country. Meanwhile, the Monopolies should also try to raise the standard of service at these petrol stations. We are sure that women could be employed in some of these stations in place of men.

W. German Trade Exchange Soars

West Germany's trade exchange with China soared to 887 million marks (about 86 million sterling) in the first nine months of the year climbing to a new post-war record, an economics ministry official has confirmed.

The said trade exchange is expected to reach 1,000 million marks (about 100 million sterling) by the end of the year, with West Germany's export taking the lion's share in the figure.

Its exports to China have nearly doubled this year, while Chinese imports, mainly due to shrinking West German home demands went slightly down.

In the first nine months of this year West Germany imported directly and via third countries goods worth 650 million marks (about 65 million sterling) to China as compared to 364 million marks (about 36 million sterling) of the same period in 1966.

China's exports to West Germany shrunk from 286 million marks last year (January to September) to 237 million marks this year. But figures for October and November this year showed a new upward tendency of Chinese imports, the official said.

UK EEC Entry After Elections, French Say

The French government believes it is very unlikely that Britain can enter the European Common Market before the next British general election, which may not take place until 1971, reliable sources said.

In government circles it is doubted whether UK is yet prepared to agree that sterling as a world currency would be dangerous for the Common Market if she joined.

It is also thought unlikely that Britain will be prepared to take a strongly independent line towards the United States in the foreseeable future.

Meanwhile French public opinion is moving increasingly against inclusion of Britain in the community.

The circumstances which are believed to have surrounded the devaluation of sterling have strengthened their belief that the British government is still closely tied in with Washington and is not free to make major policy moves without consulting President Johnson.

According to diplomatic sources, the only serious consultations British prime minister Harold Wilson held before devaluating sterling by 14.3 per cent were with Washington.

These sources maintain it was Washington which said that anything more than a 15 per cent devaluation was highly undesirable as it would have led to a devaluation

of the dollar sooner or later. On the technical side, the devaluation of the pound is seen as a possible step towards preparing Britain's Common Market membership.

"But we must wait at least six months to see whether the devaluation is a genuine success, whether Britain's balance of payments will have become really stable," Raymond Offroyt a deputy and a former ambassador, said.

According to the French financial authorities, the crisis leading up to sterling devaluation has reinforced the argument that a reserve currency included in the Common Market system would be a source of weakness to all other currencies which are strong, they say, because they are purely national currencies.

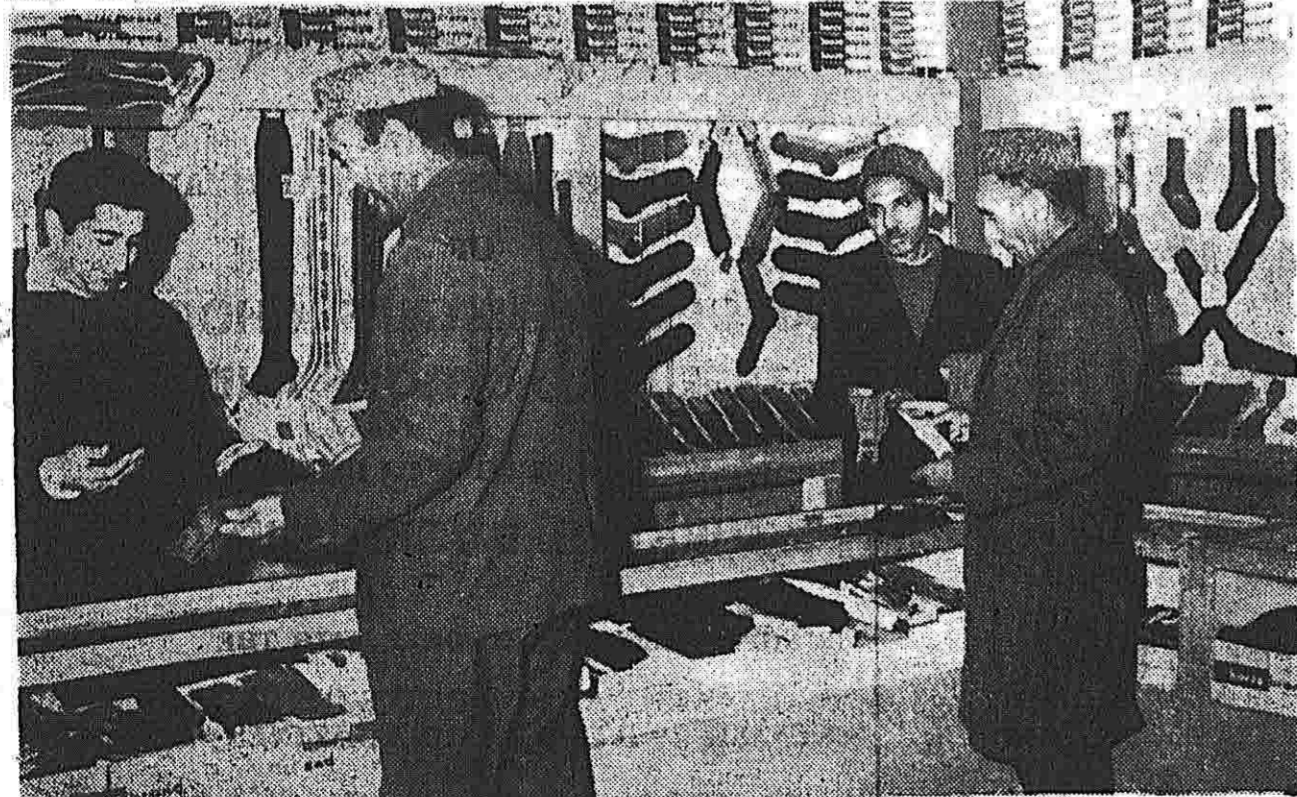
It was external factors over which London had no control that brought about the sterling crisis, including the closing of the Suez Canal, the conversion into dollars of a substantial part of Australia's sterling reserves, and the fears of the Arab oil sheiks, whom raising the interest rate in London failed to reassure.

Meanwhile, French public opinion has become increasingly hostile to British entry.

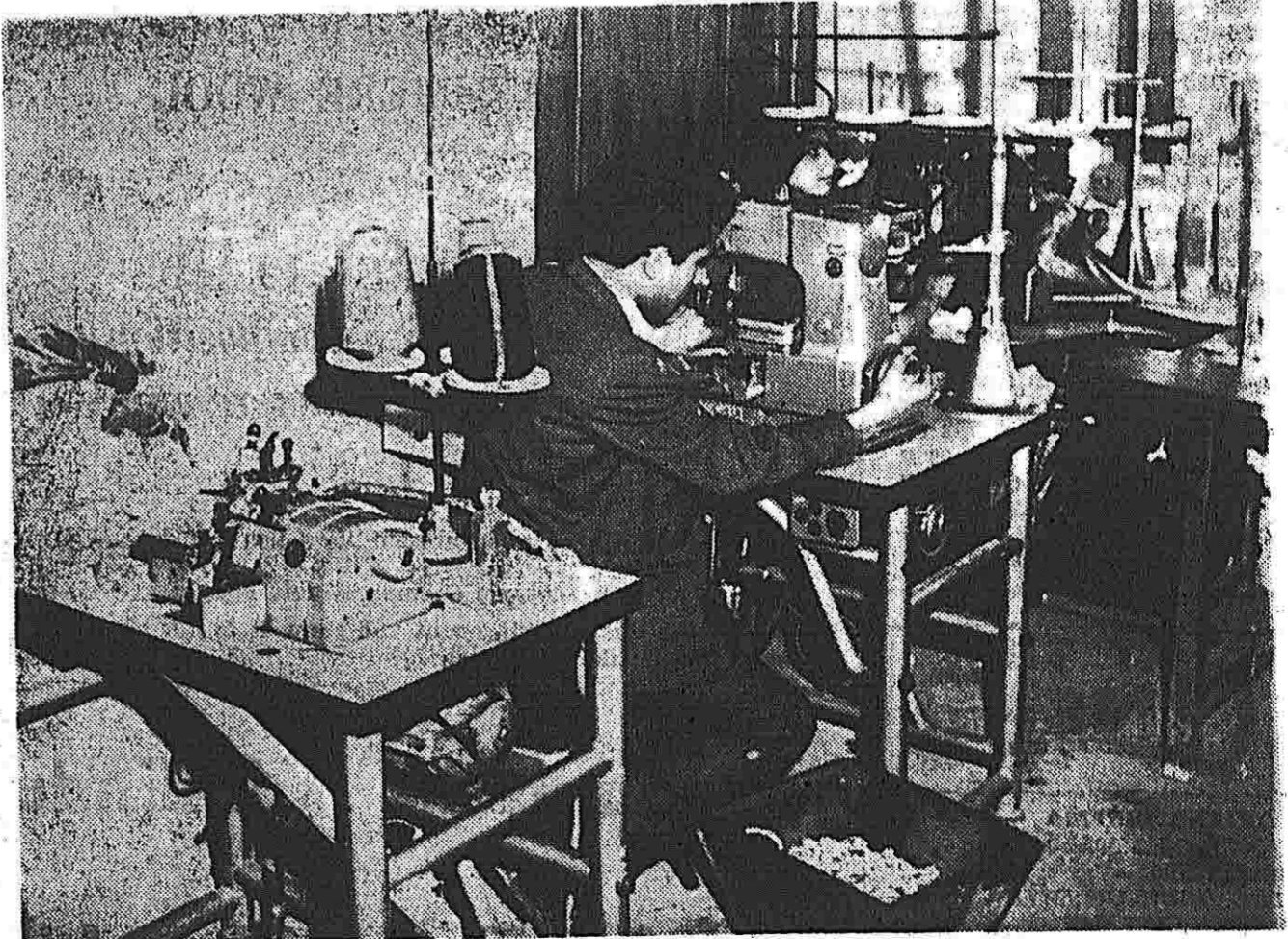
In a poll which asked if Britain was fit to enter the Market, 42 per cent of those questioned said no. In a similar poll less than a year ago only 27 per cent said no. (REUTERS)

Free Exchange Rates At D'Afghanistan Bank

KABUL, Dec. 5:—The following are the exchange rates at the Da Afghanistan Bank expressed in Afghani per unit of foreign currency: Af. 72.00 (per US dollar) Af. 72.50 Af. 201.60 (per pound sterling) Af. 203.00 Af. 1800.00 per hundred DM) Af. 1812.50 Af. 1076.36 (per hundred Swiss francs) Af. 1688.10 Af. 1457.48 (per hundred French francs) Af. 1467.62



Nauroz Company products on sale



A worker is busy making stockings.

TURKEY'S ECONOMY

(Continued from page 3) home market behind substantial tariff protection.

"I would gladly expand", one businessman told me in Izmir, "if I could import more machinery. But the Government refused me any licences last year." This is a general problem. Last year was a bad one from the balance of payments point of view. The deficit amounted, on current account, to \$164 million, more than double the figure of the previous year. This year it is expected to be a good deal less.

Yet further imports of machinery are necessary in the next five years and it is expected that these will go up faster than exports. Tourist trade, remittances of Turkish workers abroad, foreign, private and government capital—all will be very important in filling the trade gap.

All the factories I saw in Izmir were said to be working at 100 per cent capacity, or nearly so. Again, this is quite typical of Turkey. Business is booming and the process of development is gradually becoming self-generating. Everywhere businessmen were largely happy with the Government and its policies. Above all, they appreciated political stability.

Much of the economy is wholly or partly in government hands. Turkey has a mixed economy. It has always been so. The State and its bureaucracy have always had a large hand in transport, basic industries and other activities.

The State must continue to play a leading part in the economy, because private savings are insufficient; it is only now that plans are being made for a properly organised capita market. The State will have to pioneer many industries. But, whenever possible, private enterprise will take over. This is one of the chief ideas of the second Five-Year Plan which has been approved by all the major political parties and is to begin next year. Manufacturing industries are all eventually to be vested in privately owned companies.

These industries are to lead the field in growth, accounting for nearly 39 per cent of the increase of over 40 per cent in the Gross National Product between 1968 and 1972.

Machine-building, cement, chemicals, ship-building, electronics, are a particularly rapid exploration for and exploitation of oil, iron ore and copper and other mineral resources. Turkey is fabulously rich in these: the exploitation has so far barely scratched the surface. There are excellent opportunities here for joint ventures with foreign companies.

about 300,000 tons of wheat had to be imported annually. Last year cereal production was 16.5 million tons as against 14.7 million tons in 1965. With a little luck Turkey may from now on be self-sufficient in grain.

Still, much of the agriculture is carried on by small farmers using primitive tools and antiquated methods. Out of some 35,000 Turkish villages only few thousand have electricity and current water supply.

A major offensive is now being launched against this backwardness, to modernise the farming industry and to change the social and educational scene. The area under irrigation is to be enlarged to reach a total of nearly five million acres by 1972. A new taxation system, more fair to the underprivileged peasant, is to be introduced. A credit system assisting the farmer is to be considerably expanded. Co-operatives are being encouraged.

Already, there are at the moment 7,517 co-operatives in Turkey. Last year's figure was 5,736. Membership this year is two and a half million—over 350,000 more than in 1966.

Credit-giving, marketing, irrigation and many other purposes are served by these cooperatives, most of which are designed to benefit the farmer. They are voluntary organisations and generally little known outside Turkey. Yet they probably represent the most hopeful development in the Turkish rural scene.

This year's harvest has been good again. And the economy generally has made another jump forward, on the eve of the next Plan. In the first six months of this year production of crude oil was up by 32.4 per cent in the same period last year, that of sugar by over 100 per cent, of woolen thread by 21 per cent, of cement by nearly 10 per cent.

The authorities have been watching this expansion with a careful eye on the movement of prices. Too fast a growth might land Turkey in an inflationary spiral. This year growth is not expected to go beyond seven per cent—the same pace as that set for the entire second Five-Year Plan period.

Immense problems must be faced when a country is being shaken out of centuries of slumber as vigorously as Turkey is now. But those who value both economic progress and personal liberty will wish Turkey luck.

(FWF)

Yet the mainstay of the Turkish economy is agriculture. It provides a living for some two-thirds of the population and supplies four-fifths of the exports. Much still remains to be done to save agriculture entirely from the vagaries of the weather, to which it has been fatally subjected in the past.

Progress so far has not been negligible. Better seeds are being used, more mechanisation and fertiliser applied, and land under irrigation has greatly expanded. Previously,

CAIRO, Dec. 12 (DPA)—The Arab League council meets in Cairo Wednesday afternoon to consider the membership application of the new Peoples Republic of Southern Yemen.

A southern Yemen delegation headed by the minister for labour and social affairs, Abdul Malik Ismail, will attend the session, radio Cairo reported.

Weather Forecast

Skies throughout the country will be cloudy. Yesterday the warmest area was Mazare Sharif with a high of 17 C, 63 F. The coldest was Gardaz with a low of - 8 C, 17 F. Yesterday Karze Mir has 2 mm rain, Herat 9 mm, Logar 1 mm, Gardaz 2 mm, and North Salang 6 mm. Wind speed in Kabul was recorded at 10 knots.

The temperature in Kabul at 11 a.m. was 5 C, 41 F.
Yesterday's temperatures:

Kabul	8 C	-2 C
	46 F	28 F
Kandahar	16 C	5 C
	61 F	41 F
Herat	9 C	4 C
	48 F	39 F
Faizabad	14 C	4 C
	57 F	39 F
Lal	1 C	-6 C
	34 F	21 F
Ghazni	7 C	-5 C
	44 F	23 F



ARIANA CINEMA
At 12:30 2:30, 7 and 9 p.m.
Iranian film
THE DOOR OF FATE
PARK CINEMA
At 12:30, 2:30-7 and 9 p.m. Iranian film
WAITING ON THE BEACH

Home Briefs

KABUL, Dec. 12, (Bakhtar).—Dr. Hayatullah Nawaid, bacteriologist in the Public Health Institute went to Hyderabad yesterday to participate in the seminar on foodstuffs organized by FAO.

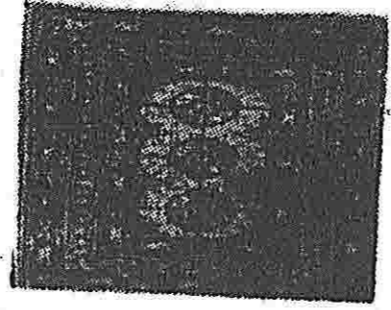
Ghulam Ahmad Siddiq, a teacher in the teacher training college, who went to Australia to study philology, returned to Kabul yesterday.

KABUL, Dec. 12, (Bakhtar).—The Social Committee of the Wollesi Jirgah yesterday considered relations between farmers and landowners.

KABUL, Dec. 12, (Bakhtar).—The Colombo Plan advisory committee meeting studied the utilization of the manpower resources for increasing agricultural production with the cooperation of developed nations. Abdul Wahab Haider, deputy minister of planning, said on his return from Rangoon where he participated in the advisory committee meeting of the Colombo Plan.

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NATO MEETING

(Continued from page 1)
developments in military technology.

The ministers will discuss "re-deployment" of the 40,000 American and British troops scheduled to be withdrawn from West Germany next year if the other NATO allies agree.

At issue will be the compatibility of the withdrawals with maintenance of force levels.

The United States will point out that by virtue of its "dual base" policy, troops recalled for financial reasons will remain attached to NATO and would be transported to Germany urgently in an emergency.

Other NATO members who are envisioning "restructuring" of their own forces will be urged not to diminish their force levels, since this would nullify military planning and affect diplomatic relations with Eastern Europe.

The ministers will also discuss a plan to set up a permanent NATO naval force in the northern Atlantic.

The Nuclear Defence Affairs Committee (the 15 minus Iceland, Luxembourg and France) was also meeting on Tuesday.

Robert McNamara, the American Defence Secretary, was to inform colleagues of Washington's decision to build a light anti-ballistic missile screen.

Sources predicted that Denis Healey, the British minister, would discuss the possibility of an anti-ballistic system in Europe.

West Germany's Gerhard Schroeder is expected to voice Bonn's desire for tactical sector capable of carrying nuclear warheads, to offset strengthening of

military potential in member countries of the Warsaw pact.

On Wednesday and Thursday, the foreign minister, will join the defence ministers for a review of the political problems of the alliance, with France taking part.

10 Hour Battle Near DMZ Reported

SAIGON, Dec. 12, (AP).—U.S. Marines manœuvring along the South China seacoast just below the demilitarised zone clashed in a 10-hour battle with North Vietnamese forces Monday, marine officers said.

The marines reported they killed 54 enemy troops in the battle that raged eight km northwest of the U.S. navy facility at Cua Viet and 9.6 km below the DMZ.

The navy facility, just east of the Marine base at Dong Ha, is a barge unloading ramp for military supplies shipped northward from Da Nang for marine outposts along DMZ.

Marine casualties were put at 20 wounded.

The marine also reported that North Vietnamese gunners slammed about 67 rounds of artillery and mortars into their outposts and manœuvred battalions along the DMZ. The shelling cost the marines one dead and one wounded.

African Trio To Study Transport

WASHINGTON, Dec. 12 (DPA)—The Republic of Kenya, the United Republic of Tanzania, the State of Uganda, the United Nations Development Programme and the World Bank have signed an agreement providing for a study of the existing surface transport systems in the three countries and their future needs.

The United Nations Development Programme has allocated \$675,000 to cover the foreign exchange costs of the study.

The local currency costs, which will amount to the equivalent of \$200,000 will be met by the governments of Kenya, Tanzania and Uganda.

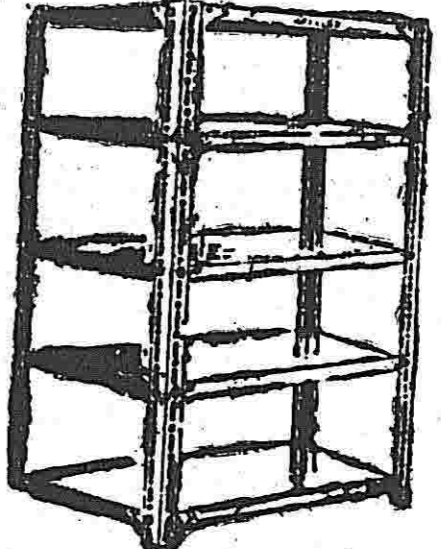
The World Bank is executing agency for the project.

The study will be undertaken by the Economist Intelligence Unit of London under the guidance of a steering committee consisting of representatives of the three governments concerned, the East African Common Services Authority and the World Bank.

The consultants have begun their field work and the study is scheduled for completion within 16 months.

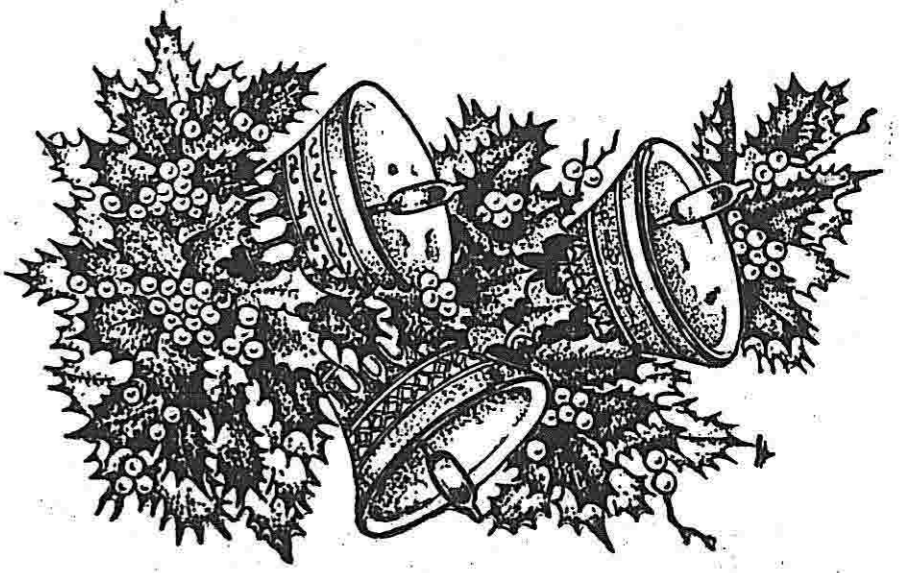
UNITED NATIONS, Dec. 12 (AFP)—The American committee "for negotiations now" will hand a Vietnam peace petition signed by 500,000 Americans to UN Secretary General U Thant on December 21, it was learned here today.

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