

Moscow Radio Envisions Ike-Jim Talks on Japan

London - (AP) - Moscow radio Saturday came up with its own version of what White House Press Secretary James Hagerly will tell President Eisenhower about Japan.

The broadcast in English was beamed to listeners in southeast Asia. The only "actors" in the skit are the President and Hagerly. It said:

"Listen here, James, why should I have to go to Japan when I don't want to. Aren't I supposed to have any ideas of wishes of my own?"

"Look my friend. Sometimes we have to make sacrifices for the good cause. We've got to help our Japanese friend. If you don't go to him in Japan, why then, he will have to come to you here, and for good. Like our esteemed Syngram Rhee."

"Well, he could come to me in Gettysburg. He's younger than Syngram Rhee and he's not bad at golf. We'd have a fine time playing together, the two of us."

"But, Mr. President, it's the question of the U.S.A.'s prestige, and Kishi's whole political career. You can get down to golf again as soon as you're back."

"Well, I realize prestige and political career and all that is very important. . . I realize that, Jim, but still. . ."

"Well, you've got to go, Chief. There's such a reception for you, you cannot imagine. That's so, you can take it from me Sir. They say there'll be a hundred thousand at the airport to wish you a happy return."

"What do you mean, return?"

"You see, it's just this way, Mr. President. It's just an old Japanese custom. When they're a wifid glad to see someone, they always say 'happy return'; in Japanese, we wish you a happy return."

"That's very polite of them."

"Oh, you can be sure, Sir, everything will be done to give you a warm reception. There'll be thousands of police out, happy to see you arrive; and there'll be lots of armored cars."

"Why armored? I want to ride in an open car."

"Oh, it would be so hot; it's getting very hot in Japan night now, and you won't notice it so much in an armored car. And besides this, the enthusiasm of the crowds out to meet you might be tiring. You will have to leave the airport in an armored car."

"But I want to see the Japanese people. I want to find out what the ordinary people in Japan think about these things."

"You'll find out all about that easily enough, sir. Hundreds of thousands of people will be meeting you everywhere, in all towns, in all streets, whichever way you go. They'll be carrying placards with messages for you on

them and slogans of all sorts."

"But I don't understand Japanese."

"That's a good thing, er . . . I mean, it doesn't matter. We'll translate everything for you. I bet a lot of the slogans will more than likely be written in English."

"Well, I'll understand that."

"Yes, but don't forget, sir, the Japanese sometimes make funny mistakes when they translate into English, so if you read 'down with the military treaty with Washington' - why, don't let that upset you. Just excuse their little mistakes in grammar. You see, what the Japanese really mean to say is just the opposite."

"Oh, thanks for the explanation, James. And how about the golf while we're there?"

"Well, I believe there's time for that, oh, more than enough. At first, we drew up a pretty full schedule, a speech in parliament, receptions, and all that. But taking into account your wanting to have some spare time, we've decided to drop all that. It might be too much strain on you. There won't be any speeches, and we've cut down on the number of receptions."

"Very good, James, but what about golf?" (said in an impatient voice.)

"Nothing will come of that either, I'm afraid."

"What do you mean, nothing will come of it? Why go, then?"

"But Mr. President, I've already told you. America's prestige, your prestige, our friend's political career. And besides, your trip will have great symbolic significance. You'll encourage the rulers of the most important countries where we have military bases - Japan, Korea and the Philippines."

"I've heard all that James. I agree it's very important. But how can I do without golf?"

Moscow radio followed up the skit with the following comment:

"No, there's no fun in Hagerly's job. Drew Pearson, the U.S. commentator, was probably sympathizing with him when he pointed out that Hagerly had the extremely important job of conveying from the public the fact that actually Eisenhower had no hand in running the government."

128 BANKS ROBBED

New York - (AP) - There were 128 successful bank robberies netting \$432,067 in the six months ended Feb. 29, 1960, according to the American Bankers association. This compared with 142 holdups and a take of \$734,748 in the same period the previous year. Banks were robbed of a total of \$885,226 in the past year, but of this \$452,259 was recovered.



ROSE JUMP - It's a long way to home for the Olympians from the Rose Festival International Ski jump, which will be run at night. The only light constructed of scaffolding. The run is made from the string of lights seen over the ice. Many of the Olympic jumpers from Squaw valley are entered in the event. (UPI Telephoto)

13 Minor Airlines Operate To Serve Small Towns in U.S.

Washington - (AP) - They call them "the airlines that serve Main Street."

These are the local service carriers, once known as "feeder" lines, which literally have connected the airports of the world to the main streets of hundreds of small American communities.

There are 13 of them, healthy survivors of the 26 originally certified to carry passengers and mail and of the 54 that originally applied for certification. More than 300 American cities depend on them for their only scheduled airline service.

They started out with a handful of surplus DC3's. They now operate more than 300 aircraft, including the latest prop-jets. A decade ago, they flew less than a million passengers annually. Last year they carried more than 5 million. Just one of them, Allegheny, will carry more people in 1960 than Swiss-Air, one of Europe's major airlines.

Lots of Red Ink

The spectacular, mushrooming growth of the local service airlines has not been without difficulty. All 13 receive federal subsidies, under a law passed by Congress in 1938 which provides financial aid for scheduled airlines operating at a loss. But this is not "profit guarantee," as critics claim.

Since 1949 the local service carriers have made money in only three years. They reported red ink in seven years despite their subsidies. The subsidy theoretically is supposed to yield an eight per cent return on investment. But that rate has never taken in consideration the airlines' steadily-increasing operating costs. A Civil Aeronautics board examiner has recommended a 12 per cent rate increase as "fair and reasonable."

Actually, these "junior" airlines probably will pay their own way when and if they can solve their biggest headache: equipment.

As of Jan. 1, 1960, 221 of the local service carriers' 311 planes were venerable, sturdy but hopelessly uneconomical DC3's. It is an aviation economic axiom that nobody can make money flying a DC3, yet these smaller airlines find it tough to finance newer equipment.

Many of them have bought, at bargain rates, surplus twin-engine Convairs and Martins from the major airlines. And in increasing numbers, they are adding prop-jets like the F27 and Convair 540 which are the first transport planes actually designed to serve the feeder line market.

The average flight of a local service airline is only 85 miles, and short flights are the most expensive to operate. Aircraft must perform at maximum takeoff and climb power more frequently, which not only consumes more gasoline but causes greater wear. Because of these short-haul, multi-stop routes, the average local service passenger pays only \$14 a trip - a low revenue potential in view of the fact that the local airlines still pay relatively as much as the major airlines for advertising, promotion and selling.

To overcome these obstacles, the small airlines have gone in for some unusual innovations. They were the first to develop "air stair" doors in which retractable steps become part of a plane's structure. One local service line is experimenting with no-reservation commuter service at cut-rate fares. Other innovations:

- Stopping only one engine while loading and unloading at intermediate stops.
- Carry-on luggage racks in aircraft.
- Use of pursers to do much of the paper work in flight and expedite loading and unloading.

Such efficiency measures have cut the average intermediate stop to as low as two minutes. They also have done much to eliminate the reputation the local service carrier acquired as virtually 100 per cent subsidized. In their early years, 75 per cent of their income came from federal funds. Today, the figure is only 32 per cent.

Rate May Be Cut

The subsidy rate may be cut further as the small airlines modernize their fleets. This is being aided by a 1957 law which permits them to borrow up to 90 per cent of the cost of a new airliner. The government guarantees that 90 per cent. But each airline is limited to \$5 million in loans. Inasmuch as an F27 costs at least \$750,000, the limit doesn't give the airlines what they need for complete modernization.

President Stuart Tipton of the Air Transport association has described the local service carriers' record as "promise, progress and performance - without profit."

The phrase is apt. In hardly more than a decade, these "airlines of Main Street" have jumped from 1,800 passengers daily to more than 14,000 flown over a 45,000-mile route network serving 60 million people in 564 communities.

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667,900 Now Employed in State

Salem - (AP) - The number of employed in Oregon reached 667,900 in mid-May, 8,800 higher than one year ago and 14,500 more than mid-April, 1960.

The Oregon employment department said the month to month gains this spring are, however, less than the 21,000 average of the last five years.

The sharp increase in agricultural labor is about normal but less than normal progress in employment occurred in wage and salary jobs other than farm.