



ON OFFICIAL VISIT—President and Mrs. John F. Kennedy pose with Greek Prime Minister and Mrs. Constantine Caramanlis on the North Portico of the White House.

Texan Aids 4,000 in Winning Citizenship

Houston, Tex. — (UPI) — Fifteen years ago, Jerry Pierce had an Army buddy who was facing deportation from the United States because he did not know his rights.

Pierce decided to do something to help his buddy and the result found his own "special school" which has helped more than 4,000 aliens claim United States citizenship.

His first protege had failed to claim certain rights as a World War II veteran and seemed doomed to expulsion when Pierce showed him how to solve the problem. After the experience, Pierce felt other aliens needed help of a personal nature in their struggle with what sometimes seemed to be heartless red tape.

In his classes, which he calls the "Americans - by - Choice School," Pierce teaches United States history and government and prepares his students for citizenship tests. He also helps them with personal problems pertaining to immigration. He opened his school in a makeshift classroom in the Houston City Court House.

There are no tuition charges. One graduate from the school until Pierce feels the student is ready for the U. S. Naturalization Service examination.

His pupils seldom fail the federal test after the fine points of the Constitution and local, state and federal governments are studied in Pierce's school.

People of all ages and backgrounds - from Germans who escaped the wrath of Hitler to Hungarian freedom fighters who fled Communism - have heard Jerry Pierce repeat the preamble of the Constitution from memory.

A former real estate dealer, Pierce gave up his business because of an automobile accident two years ago and now works as a night watchman.

Although he has no teacher's degree and does not think of himself as an educator, his students agree he has what it takes for this type of instruction. In their words, "He has heart and understanding."

The effect of Pierce's years of effort is exemplified by Arno Lachman, 51, a native of Berlin who escaped the Hitler movement in the 1930s and came to Houston.

Lachman was naturalized in 1953 after attending Pierce's school and has volunteered to help teach classes ever since. He said he considers himself "very fortunate" to have known Pierce.

"He is a remarkable man, able to rub off such a tremendous amount of Americanism on his students that many of them come back to help him teach others," Lachman commented.

Pierce, 60, takes pride in his students. "Once they get past me," he said, "I'm sure they can get past Mr. Chapman." Chapman gives the naturalization examination.

Jobs Fewer But Salaries Higher

Corvallis — (UPI) — Placement officers at Oregon State college said Wednesday job offers would be fewer but starting salaries higher for June graduates this year.

Business, engineering, forestry, education, home economics, mathematics and physics graduates will find pay up at least \$200 per year, school officials said.

Graduates will find salaries varying from \$4,000 in some education jobs to \$14,000 for a physicist with a doctor's degree and experience.

The school said starting pay in agriculture, engineering, business and other fields is up about 5 per cent. Engineering graduates can draw \$6,500 a year with some electrical firms offering more.

Annual average education pay in Oregon is about \$4,600 for a bachelor degree graduate.

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Indian Railways Make \$41 Million Profit

New Delhi — (UPI) — While American railroads fight to stay afloat, the government-owned Indian Railways has announced a healthy \$41 million profit for the last fiscal year.

According to the annual report issued by the Railway Ministry, passenger and freight traffic during the year was the highest in history.

During the period from April 1, 1959 to March 31, 1960, the Indian Railways, which constitute India's principal means of transport, carried 1.5 billion passengers (nearly four times India's population) and 145 million tons of freight.

Compared to the previous year, the traffic and freight were up 6.50 per cent and 6.63 per cent, respectively.

The Indian railway system, biggest in Asia and fourth largest in the world, first started in 1853 with a 20-mile route. During the British era, railroads pushed their wide, narrow- and meter-gauge tracks all over undivided India, connecting the Khyber Pass in the northwest to the Burmese border in the southeast.

At present, the Indian railroads cover about 37,000 route miles. Of this, only 3,000 miles are run by private railways. Such railways operate in some of the hilly, forest regions of the country and have to pay a royalty to the government.

With independence in 1947, India inherited a sick railway system. The depression of the 1930's had hit the Indian railway hard, making replacement of rolling stock difficult. Worse yet, nearly 4,000 miles of railroad tracks were uprooted during World War II and sent to overseas war theaters together with 200 locomotives and 8,000 cars.

Independence meant partition of the Indian sub-continent and the Indian railways were hurt again when 80,000 Moslem railwaymen left for service in Pakistan. Since most of the technical personnel in undivided India were either Anglo-Indians or Moslems, replacement was difficult.

The major task undertaken by India during its first five-year plan (1949-54) was that of rehabilitating its railways. New locomotive and railway coach-building factories were established.

Last year the state-owned Chittaranjan Locomotive Works in West Bengal produced 173 locomotives and the Tata Engineering and Locomotive Works (TELCO) supplied another 105 locomotives. The government-run Integral Coach Factory in South India manufactured 448 railway coaches in the same year.

With Indian railways now showing a healthy profit, they have become a vital source of development revenue. The third five-year plan which begins this month lists the railways' anticipated contribution at slightly more than \$1 billion.

A Railway Ministry spokesman attributed Indian Railways' profit-making to the fact that most of India's near 430-million people depend on trains for transportation. Daily, the Indian Railways carry about 4 million passengers.

In a backward country like India where there still are villagers who have yet to see an automobile, railway travel is regarded as a fascinating experience by some. Scenes such as a bewildered rural resident throwing coins and flowers at a locomotive before making his maiden railway journey are not altogether uncommon.

By way of railway fare, the average Indian traveler does pretty well. A trip from New Delhi to Calcutta (a distance of 900 miles) costs a third-class passenger only 27 rupees (\$5.67). A first-class traveler who has an air conditioned

coach pays 168 rupees or about \$35.

The usually crowded Indian trains are made up of an epic array of coaches marked "first class," "second class," "third class," "servant's class," and even a special class for animals.

A railway official admitted that road transport, chief competitor of railways in better developed countries abroad, was poor in India. India has only 103,000 miles of black-topped roads, 52,000 buses and 81,000 cargo trucks.

Indian railways can be agonizingly slow. The 900-mile trip from New Delhi to Calcutta on a "crack" mail train may take 35 hours and probably longer due to delays.

While such lengthy journeys are not bad for first-class passengers in the air conditioned coaches, third class passengers are not so lucky—compartments are like mobile ovens during the scorching summer.

A portion of the train delays are caused by school boys and others who pull the

emergency stop cord with discouraging regularity.

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