

Suburban Life Not Everyone's Cup Of Tea

WASHINGTON — (UPI) — Take 1,660 government workers and move them from the steamy confines of traffic-clogged Washington to the peaceful and pleasant Maryland countryside.

A worker's paradise? No, say a number of officials of the Atomic Energy Commission. Nothing but chaos and trouble.

The groans are by no means unanimous after 10 months of country living at the AEC's new Germantown, Md., headquarters. But they are frequent enough to give the cause of government decentralization its worst setback so far.

The trouble started shortly after the government constructed the garden-type, 13-million-dollar structure on an isolated 109-acre tract 30 miles northwest of the White House.

These are some of the "cracks" in the picture window: Most of the employees still continue to live in Washington and their work days have been lengthened by the longer time it takes to go to and from work. Their salaries were cut indirectly by the higher transportation costs.

The five AEC commissioners and other top officials have to spend much of their day traveling back and forth to Washington to attend meetings at the White House, the Capitol, the Pentagon, the State Department and the National Security Council. Many officials now have their chauffeurs cars equipped with phones and dictating machines.

The agency can't keep employees after the regular quitting hour to complete rush assignments. Employees kept late would miss their buses and car pools and would have no other way to get home.

To add insult to injury, 110 acres directly across from the AEC have been rezoned by Montgomery County to light industry. AEC officials now fear the clear rural air eventually will be polluted by smoke, smells and noises.

Paul Foster, the AEC's general manager, would like to see the commission's building turned over to some other federal agency and the AEC put back "where it belongs in Washington so it can do its work."

Foster, who regards the move as a "failure," says it would take

about five years for the agency and its employees to adjust to the transfer. Meanwhile, he adds, a lot of work isn't getting done.

But other officials have come to the defense of the new headquarters.

Arthur L. Tackman, AEC personnel director, notes that only 217 employees left the agency because of the move. The loss of some 400-450 had been predicted. Most of those who did leave were not top professional or technical

people. The clerical class was hardest hit. Typists simply shifted to other agencies in Washington. But Tackman claims he's having no trouble recruiting replacements from area residents.

At present the AEC is subsidizing buses to make runs to Germantown. But buses that originate in Falls Church Va., a suburb of Washington where many federal workers live, must start before 7 a.m. to get employees to their jobs by 8:30.



AVAST THERE!—Ever wonder where British film makers manage to recruit all the strange characters that appear in their movies? Well, here's an excellent candidate for a crusty-old-salt type. He's an unidentified wanderer who showed up in London for a gathering of England's "gentlemen of the road."

GROWING UP

WHITE PLAINS, N.Y. (UPI) — The Westchester County Park Commission has taken official note of the fact that, according to statistics, the average American child is taller than he or she used to be. This year, boys and girls have been admitted at reduced rates to the commission's pools, beaches, skating rinks and other facilities if they were less than 58 inches tall. Next year, the limit will be 60 inches.

HEART-TO-HEART ADVICE

PHILADELPHIA, Pa. (UPI) — A Bryn Mawr heart specialist warns hunters to get ready in advance for the hunting season by exercising gradually and storing up on their sleep. Dr. Joseph A. Wagner, a member of the executive committee of the Heart Association of South-eastern Pennsylvania, pointed out that "a man who sits at his desk 11 months and three weeks of the year can't suddenly turn into a woodsman when the deer season opens."

Jet Age Aviation Studies Many Problems In Action

WASHINGTON (UPI)—The nation's airlines stepped over the threshold of the jet age in 1958—but left one foot dragging behind in a morass of labor and economic problems.

Pan-American World Airways inaugurated daily transatlantic jetliner flights in October . . . National Airlines, using PAA Boeing 707's in an interchange deal, started New York-Miami jet service in December . . . American Airlines readied crews and planes for the first coast-to-coast jet service next month.

The happy howls of the jetliners contrasted sharply with the sour situation on the ground. Capital, Eastern and Transworld Airlines were hit by crippling strikes. Pan-Am was forced to use supervisory pilots on its plush jet runs across the Atlantic because it was still trying to reach agreement with its regular crews over the industry's most ticklish controversy: should the third man in the cockpit be a specialized flight engineer or a trained pilot?

This "third man theme" was plaguing most of the major scheduled carriers as they entered or prepared to enter the jet age. Capital and TWA were struck by their mechanics, but Eastern had a double-barreled walkout—by its flight engineers as well as mechanics.

The pilots claim the third crew member must have pilot training for safety reasons . . . that jet engines are too simple to require specialized engineers and, conversely, that jets are too fast to do without a third pilot.

The engineers claim that the pilots' union merely wanted to take over the engineers' union by removing flight engineers from jetliner cockpits.

Only a handful of carriers had solved the thorny dispute by year's end — notably United, which for more than a year has been training engineers to become pilots. That solution is not as simple as it sounds, because on many airlines, engineers do not want to become pilots; it would mean giving up the seniority gained on their engineering jobs and having to join the pilots' union.

If labor troubles were not enough, the airlines also had red ink blotching up their deep blue skies.

Actually, most major carriers wound up the year showing fair to good profits — Northeast, Capital and TWA being the exceptions. But all airlines went deeply into hock buying or ordering 459 new jet or

jet-prop planes. The Civil Aeronautics Board during the year granted the carriers a small fare increase, but the CAB's decision on the industry's request for a general fare boost of six per cent was still pending.

Overall traffic showed a slight drop in 1958, due mainly to the recession. The small local service lines carried six per cent more passengers during the year and international traffic was up three per cent. But the domestic trunk lines dipped one-half of one per cent in '58. Estimated total passengers carried in 1958: 49.5 million, slightly less than in 1957.

Safetywise, the airlines closed the year with one of their finest records. U.S. international carriers entered December with a perfect record, while domestic lines will wind up with a mark comparable to their best previous years.

On the government front, Congress made the big news of the aviation year by the biggest overhaul of government air authority in 20 years. It created a new Federal Aviation Agency (FAA), which absorbed the Civil Aeronautics Administration from the Commerce Department, took over the President's Airways Modernization Board and stripped the CAB of all but its economic and accident investigation powers.

The new head of FAA was retired Air Force Gen. Elwood R. Quesada, who literally became a czar over the entire field of commercial aviation. FAA's major task: to design a new system of air traffic control for the jet air age.

The armed forces contributed their own share of aviation news during 1958.

The Air Force unveiled the world's fastest interceptor, Convair's F-106 Delta Dart capable of doing 1,300 mph and climbing to 50,000 feet in a few minutes. Two KC-135 jet tankers set a transatlantic speed record of five hours and 27 minutes. The Strategic Air Command got the first of its new B-52G models, a 650-mph version of the B-52 that carries nuclear-tipped rockets which can be fired at targets hundreds of miles away so the bomber itself is never exposed to enemy interception.

But progress was not without penalty. Two military jets were involved in fatal collisions with airliners, causing the armed forces to tighten training flight rules. And Capt. Ivan Kincheloe, one of the nation's finest test pilots, was killed in a crash.

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Gross Agricultural Income For Lake County Up In 1958

LAKEVIEW — Lake County's gross agricultural income for 1958 was estimated at \$7,804,300 up 20 per cent over last year, by Oris Budd, county extension agent and Herb Pollard, ag field man for the First National Bank. Cattle prices account for practically all of the increase being up 20 per cent over last year. Across the board, feeder cattle were nearly \$3 per head more valuable than last

year, excepting heifers which were worth approximately \$50 more per head. Total income to cattle this year was estimated at approximately six million dollars or 77 per cent of the total county agricultural income. The picture for sheep was not quite so bright with sheep income down slightly. Actually lamb prices were up \$1.50 per 100 and ewes were worth about \$3 per head more this year than last. Wool lost ground with most of the wool selling near 40 to 41 cents compared with 54 and 55 cents last year, a net drop of near 14 cents per pound in the price of wool. Dairy, hogs and poultry income remained about the same at around \$175,000. Farm crops income, estimated at just over one million dollars is up 15 per cent over last year, reflecting principally increased production. Wheat prices were down some 20 cents per bushel with most of the crop going under government loan. Malting barley was the bright spot in the grain picture with about one half of the total barley crop going to brewers at \$1.15 per bushel compared with 86 cents per bushel for feed barley. This meant an additional \$34,000 to producers of malting barley. The year 1958 was good for production of rye for grain and the crop was about doubled. The value of the rye crop was estimated in excess of \$25,000. Income from grass and legume seed was down by 50 per cent this year, reflecting principally the home grass crop on the MC Ranch which was not harvested this year. Also prices were not conducive to harvesting much grass seed in 1958. Income to hay was estimated up \$10,000 reflecting a better hay market this fall, principally into California. Pellet mills in California are taking lower quality hay which has meant a good market for considerable carryover hay and hay

not otherwise readily salable. Government payments, while not added into the gross agricultural income estimate, added some \$215,000 to Lake County farmers and ranchers income. Government payments were broken into four general categories which include the wool incentive program, the Agricultural Conservation Program, Conservation Reserve and Acreage Reserve. Production wise 1958 was probably not much better than average. Spring moisture brought range feed along nicely but delayed farming operations. Continued intermittent showery weather brought on a bad rust problem which cut irrigated grain production and adversely affected grain quality, particularly the spring wheat. Lambs were lighter this year and percentage of fat lambs in the range flocks was smaller than normal. Cattle weights were about average. While net farm income was up in 1958, prices paid by farmers and costs of production items purchased by farmers also increased. For the year ahead it appears that net farm income will be down some from 1958 and the cost-price squeeze will continue as big supplies continue to put downward pressure on farm prices and higher wages to industry exert upward pressure on the cost of production items being bought by the farmers. The year 1958 will be another when farmers must continually strive for efficiency and hold the line on production expenses.



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