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1 MODEL 851 FORD WITH
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WITH COMFORT CAB 595⁰⁰



1 OLIVER 70 TRACTOR
1944 MODEL 550⁰⁰



1 FARMALL CUB WITH
MOWER AND PLOW 675⁰⁰



1 ALLIS CHALMERS
MODEL M TRACTOR 850⁰⁰



1 M.M. 2-BOTTOM
2-WAY PLOW 175⁰⁰



1 10' OLIVER OFFSET DISK
..... 475⁰⁰

1 OLIVER CULTIVATOR - FOR
OLIVER 70 TRACTOR 50⁰⁰

1 OLSQN ROTO
BEATER 275⁰⁰

1 6' DOUBLE DISK IH
DRILL 150⁰⁰

1 8' SCHMEISER LAND
ROLLER 195⁰⁰

1 8' JOHN DEERE
DRILL 175⁰⁰

1 10' OLIVER PRESS
DRILL 375⁰⁰

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WITH ENGINE 1600⁰⁰

1 50T IH BALER
WITH ENGINE 650⁰⁰

1 45T IH BALER,
PTO DRIVE 775⁰⁰

1 1275P IH COMBINE WITH
10' HEADER 3200⁰⁰

1 UD6 STATIONARY
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Some Civilian Pilots Now Making More Than U.S.'s Four Star Generals

WASHINGTON (UPI)—New labor contracts have put some commercial airline pilots in a pay bracket many thousands of dollars above four-star generals in the Air Force.

Pan American World Airways recently signed an agreement with its pilots which would permit some senior captains flying trans-Atlantic jets to earn up to \$33,600 a year.

The new American Airlines pilots' contract calls for a top scale of \$28,340 for captains commanding non-stop transcontinental jetliners.

By contrast, a four-star Air Force general drawing flight pay plus subsistence and quarters allowances earns \$23,800 annually. The Air Force Chief of Staff makes \$27,000 including all Air Force figures, the average Strategic Air Command pilot gets \$11,000 a year.

Even airline captains flying conventional piston aircraft on international routes are drawing pay comparable to the highest military salaries. Transworld Airlines for example, pays a senior international captain up to \$24,349 annually. Senior pilots on domestic runs get a top salary of \$21,799.

There is another side to the coin, however. The Airline Pilots Association which represents more than 14,000 active commercial pilots, points out that the top salary figures involve only a comparative handful of its members—such as captains with 20 years or more experience, flying certain long-range routes on the newest equipment, with long periods away from their home base.

Of ALPA's 14,000 active members, only 796 are being paid \$20,000 a year or more. The Air Transport Association, which represents the scheduled airlines themselves, gives this breakdown:

—As of the beginning of this year, three pilots were earning more than \$25,000.

—39 were making between \$24,000-\$25,000.

—89 were making between \$23,000-\$24,000.

—113 were making between \$22,000-\$23,000.

—186 were making between \$21,000-\$22,000.

—266 were making between \$20,000-\$21,000.

According to government regulations, no commercial pilot can fly more than 85 hours a month. At first glance, \$29,000 and more for 85 hours of work per month seems like a pretty plush job.

But ALPA calls the 85-hour fig-

ure misleading. The pilots' union says the majority of pilots also spend between 170 to 200 hours a month on non-flight duty—such as making out flight plans, refueling, school, waiting for trips to leave on turn-arounds, paperwork, etc.

According to ALPA sources, the average airline pilot must spend 340 hours a month away from home in order to get in his 85 hours of flight time. And the union makes these further points in defense of big flight pay figures:

1. The time in which an airline pilot can make big money can be limited severely. He is subject to rigid physical and proficiency examinations (at least twice a year), any one of which can end his flying career overnight and without warning.

2. It takes eight to ten years for a pilot to rise from co-pilot status (which averages only \$8,500 annually) to that of captain (which averages \$16,000 annually, according to ALPA statistics).

3. The training and probationary period of an airline pilot is equal to or greater than that of a doctor.

As a group, most airline pilots concede they are well-paid. But they regard theirs as a highly-skilled profession that carries a burden of tremendous responsibility.

"A doctor goofs and he loses one patient," one veteran captain commented. "A pilot goofs and he may kill 100 people."

Better Math Use Urged

BERKELEY, Calif. (UPI) — American children would learn arithmetic faster and better if properly taught, according to Dr. Kenneth Pitzer, chemistry dean of the University of California.

In a recent study, less than one per cent of California children made as good a showing in arithmetic as youngsters of the same age in England, he said.

To show what children can achieve if they receive better instruction, Pitzer cited the acceleration program of a Richmond, California, elementary school, where one-third of the pupils are finishing sixth-grade arithmetic in the fourth grade and a growing number are doing ninth-grade algebra in the seventh.

Better teaching of arithmetic is badly needed to provide a basis for mathematics, a key tool of engineers and scientists, Pitzer stressed.

Sea Water Use Seen

MINNEAPOLIS (UPI) — A spokesman for the plumbing industry says more economical methods of distilling sea water offer the best method for escaping a critical shortage of water by 1978.

Roy T. Gustafson, regional director of the National Association of Plumbing Contractors, said estimated consumption of water in the U.S. will surpass 500 billion gallons daily by 1978, twice as much as we use now.

He said present methods of evaporating and distilling sea water cost about one dollar per thousand gallons, only a little higher than rates in some parts of the country for the conventional water supply. Gustafson said this could be reduced to 70 cents per thousand gallon in the near future.

ARIZIN IN SELECT GROUP

PHILADELPHIA (UPI) — Paul Arizin of the Philadelphia Warriors recently became the fifth player in National Basketball Association history to score over 10,000 points. Arizin is a two-time scoring champion.

Matter of FACT



Belgium is one of the most thickly populated European countries. Its 8,512,195 people are crowded into an area of 11,779 square miles, about 500 square miles smaller than the state of Maryland. There are 723 persons to the square mile. By reclaiming a strip of low land along its coast, Belgium has extended its western border and its farm lands. The sea is walled out by dikes, in some places 300 feet thick.

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