

# These Days

Or - Behind The News  
From Washington  
By -  
John Chamberlain

An industry absorbs inflation, including the rising hourly cost of its wages, only through technological improvement. Thus our Congressmen, in throttling the high technological adventure of the SST, may have fixed things so that our airlines will find themselves unable to absorb the inflation of the 1980s.

airlines have been saddled with the expense of introducing the new jumbo jet — the 747—in a period of declining air travel. (It costs \$40,000 to retain a pilot to handle a jumbo.) Last year seven out of our 12 major airlines lost money. And of the five that remained in the black, only two — Northwest and Delta — made a reasonable profit.

We can be lulled by the fact that it all seems so very far in the future, but to the wary onlooker certain things are predictable. Our airlines are already saying they will have no choice save to buy the British-French version of the SST, the Concorde. This foreign-made plane, however, will only be about half of what Boeing expected of the SST, it won't really do what is asked of it. Meanwhile the news is that the Russians, with their particular version of the supersonic passenger carrier, the TU-144, will be exceeding the speed of sound on the Moscow-Calcutta run by next autumn.

Nobody should cry over the position of the airlines, however, for by 1972 the introductory expenses of the 747 will have been accounted for. Unlike the railroads, which have been consuming their own equipment without replacing it, the airlines have a magnificent capital plant. Their planes are, on the average, only three years old. In 1970 only two people were killed in scheduled air traffic on U. S. runs.

Luckily for us, the anti-technological binge that we are now witnessing didn't come in the late 50s and the early 60s, when the jet plane revolution was unfolding. By 1962 our airlines had complete fleets of jets. They were so big and fast — in a word, so productive — that they allowed the airlines to absorb inflation for six happy years. While prices were rising everywhere else (the Labor Department's consumer price index jumped 30% between 1962 and 1970) domestic airline fares decline by 4%. The recent fare increases permitted by the Civil Aeronautics Board will only bring the fare index back to where it was in 1962.

With the fare increases and an end to the depression that now seems to be on the verge of vanishing, the 747, which permits fewer flights, will come into its own as a money-maker. Yet it was only yesterday that our anti-technology people were claiming that the 747 was "too big." (These same people would have been willing to settle long ago for the DC-6.)

What happened to mar the picture was that the airline industry, which was so well positioned in 1962 thanks to the new jet, ran out of its capacity to lower the price to its customers in 1968. Labor costs, which account for 45% of the total cost of running an airline, never seem to level off. The labor rates for 1971 are 11% higher than in 1970. There has been a 16% increase in landing fees. Meanwhile, the

The 747 and other jets of like vintage should take us through the 70s. It is in the 80s that the anti-technology binge could begin to do us in. Americans have been fooled into thinking that if they don't do something, nobody else will do it. They are like pennant winners who have lost their hunger for victory. They don't realize that other nations — Japan, West Germany—are still hungry. And they will be vastly surprised when the Russians begin more and more to appear with their commercial planes at the big airports. Beyond this, when the Voylets start to move by sea and air into the countries around the Indian Ocean, Americans will make up to a new fact: that the course of empire doesn't have to run from east to west. It can also run from north to south, and on the wings of a Soviet Mach Three air fleet.

## Brevard College Marshals For 1971 Graduation Are Announced

The Honors and Awards Committee, acting upon information received from the Associate Registrar, have designated the following persons as marshals for the 1971-72 academic year at Brevard College:

Susan Jo Decker, Chief  
Margaret Lucinda Dees  
Charles Ray Rhinehart  
Keith Michael McGinnis  
Thomas Fain Taylor  
Celia Newton Tolar

The following students are named alternates in the event

that one of the above cannot serve:

Carl Alan Smith  
Cathy Lynn Rhodarmer

Student marshals are selected on the basis of academic excellence, and a student must be in the top six of his freshman class to qualify. As a marshal, they will assist the college marshal, Chaplain C. Edward Roy. College Marshal, in conducting such events as commencement and convocation programs.

## Sherwood Forest Craft Shop Opens May 15th For Season

The Sherwood Forest Craft Shop opens for the 1971 season on Saturday, May 15th, at 10:00 a.m. Last year's successful season encouraged everyone to produce new and attractive crafts this past winter, and the men have made improvements and extra display space in the shop itself.

Besides this the work of new outside craftsmen has been brought in, and the result is a wide variety of unusually fine products to attract those looking for the distinctive in gifts.

Each member of the Craft Shop will be on hand on either Saturday or Sunday during shopping hours to greet new and old friends, and refreshments will be served on both days.

The shop is located in Sherwood Forest just 8½ miles south on Hwy. 276—a new sign near the entrance points the way, and there is ample parking space. Shopping hours this year are 10:00 a.m. to 5:00 p.m. Thursday through Saturday—1:00 p.m. to 5:00 p.m. Sundays. Closed all day Mondays.

"Come and help us celebrate the start of our second year of offering for sale original crafts of the finest workmanship from the Sherwood Forest workshop,

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and 8:30  
Sundays 2, 3, 4  
and 8:30

CONSTELLATION FOR MAY  
**DRACO (the Dragon)**  
In the north between the Big Dipper and the bright star Vega. Even without optical aid Nu can be seen to be a double star.

The Morehead Planetarium gratefully acknowledges the generous cooperation of this newspaper in presenting this program listing.

## Rabies Clinics Are Now Underway In Transylvania

Beginning April 7th, and through May 29, 1971, everyone in Transylvania County will be given an opportunity to contribute to a community effort with real public health importance.

A series of Rabies Clinics will be held throughout the county for the vaccination of dogs against rabies, a dangerous disease of both man and animals transmitted through the bite of a "mad" animal.

The saliva of an animal with rabies contains the virus which causes the disease and when the skin is broken by an animal bite, the saliva enters the body, which could be fatal.

Fortunately, there is a treatment that will prevent rabies when a person has been bitten, if started promptly. But the best pro-

tection lies in eliminating rabies and controlling the spread of the disease.

This is a must and can best be obtained by having every dog over four months of age vaccinated.

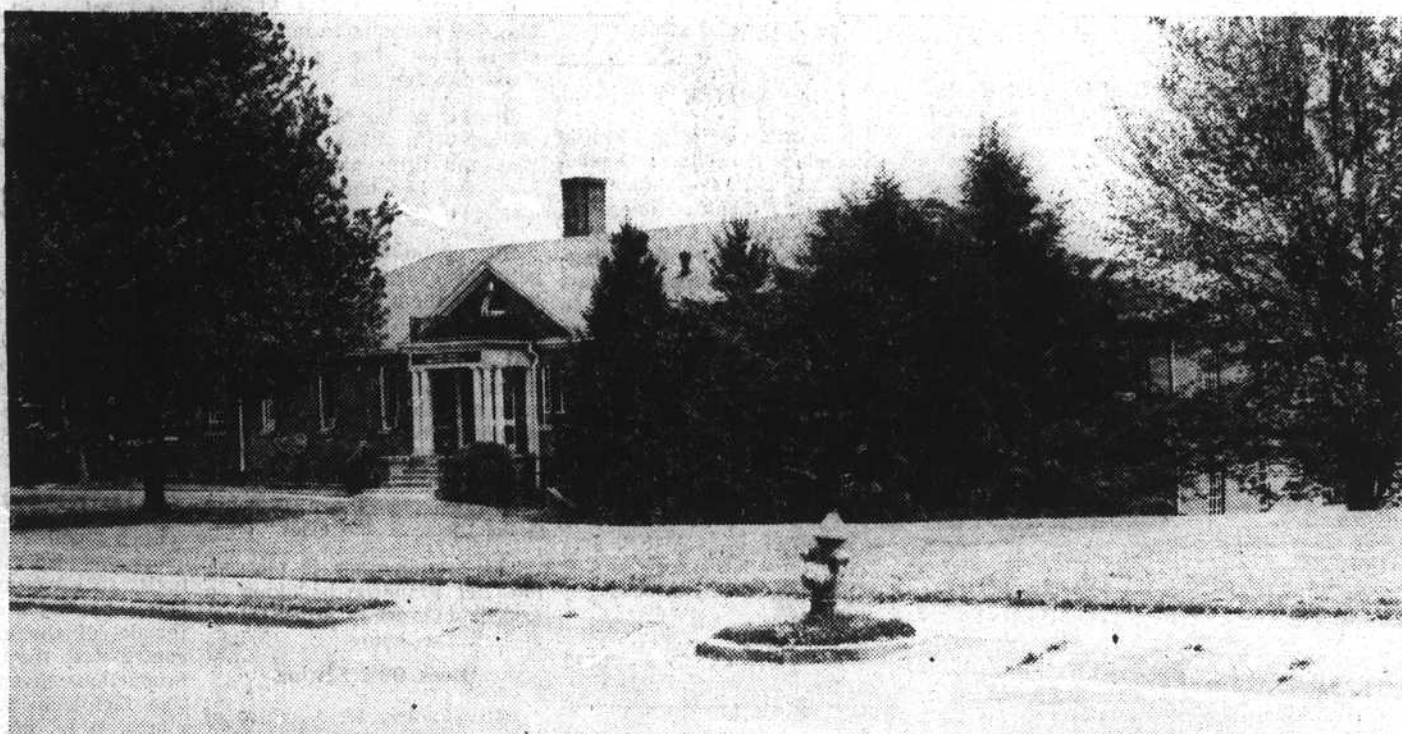
All a dog owner needs to do is to take his animal to one of the clinics and have it vaccinated.

The Transylvania County Health Department urges the cooperation of all citizens during the vaccination drive. This is health insurance for the dog owner, his family, the community, and for the pet.

The schedule of clinics is carried each week in The Times.

When you think of prescriptions, think of VARNER'S, adv.

# We Join Our Neighbors During NATIONAL HOSPITAL WEEK MAY 9th through MAY 15th In Paying Tribute To A Vital Institution!



## Plan To Attend The OPEN HOUSE At Transylvania Community Hospital

FRIDAY, MAY 7th  
From 10:30-4:00 P. M.

Refreshments Will Be Served By  
Members Of The Hospital Auxiliary

Tours Will Be Conducted By  
Health Occupation Students

*The Public Is Cordially Invited*

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