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WEDNESDAY, NOVEMBER 10, 1967

U.S. LINES FEAR FOR LATIN TRADE

May Lose Role in Transport of Coffee and Cocoa

By WYNER HAMBERGER
Efforts of Brazil and the United States to assure their respective national-flag lines the lion's share of the lucrative coffee and cocoa trade are about to take a turn whereby the United States may be denied all participation in this trade.

The threat of shutting out United States-flag shipping not only in the movement of these two commodities but also in the southbound movement of all general cargo arose from a shifting of alliances in the membership of the Inter-American Freight Conference.

That group, established earlier this summer, agreed to reserve 80 per cent of the coffee and cocoa movements to the national lines—Brazil's Lloyd Brasileiro and the United States's Delta Line and Moore-McCormack Lines.

The remaining 20 per cent of this trade was to have been allocated to several Latin-American and European steamship lines, and under the terms of the pooling agreements submitted to the Federal Maritime Commission for approval, seven European lines active in the trade would have been shut out completely.

Seven Lines Protest

The seven lines threatened with elimination under the proposals filed protests with the commission, as a result of which it scheduled a formal hearing into the proposals.

Because of these hearings, now in progress, commission action on the proposals has been held up. This delay, according to Capt. John W. Clark, president of Delta Line, apparently has irritated Brazilian maritime authorities. As a result, Brazil is making common cause with the seven threatened lines.

The Terms of the Current European-Brazilian Agreement

As a result of this shift in alliances, the United States could be completely shut out of the movement of all southbound general cargo as well as the movement of coffee and cocoa.

Adoption of the new agreements scheduled to be submitted to the Federal Maritime

Latin-America Director Named By Ship Agent



George C. Woodworth

The creation of a new Latin-American services department and the appointment of George C. Woodworth as its director have been announced by T. J. Stevenson & Co., Inc.

According to Thomas J. Stevenson, president, Mr. Woodworth's initial task will be the supervision and coordination of the affairs of the Brazilian Netumar Line, for which the Stevenson company was appointed general United States agents late last month.

BOYD 'SATISFIED' BY NEW RAIL CARS

Delayed High-Speed Project Visited by Transport Chief

By DAVID BIRD
Special to The New York Times

PHILADELPHIA, Nov. 9.—The Secretary of the Transportation Department said he was "very satisfied" today with the new high-speed rail cars that are scheduled to run between Washington and New York, despite delays in getting them into service.

The cabinet official, Alan S. Boyd, saw the cars for the first time on an inspection tour of the Budd Company plant here, where they are being built.

Robert A. Nelson, director of the Federal agency's office of High-Speed Ground Transportation, said today that it would be a good estimate "if no more bugs developed."

CONTINENTAL WINS MICRONESIA PACT

Will Fly Jets to and Build Hotels on Pacific Islands

WASHINGTON, Nov. 9.—The Department of the Interior has awarded a contract to Continental Airlines, Inc., to spur the economic development of the Trust Territory of the Pacific, commonly called Micronesia.

The five-year contract calls for thrice-weekly island-to-island jet air service for six key islands, with connections to Guam and Honolulu. It also provides for the construction of modest hotel facilities that may later be enlarged.

Jet air service will connect Guam, which is also administered by the Interior Department, and Honolulu, from where Aloha Air Lines operates. Continental has no connection between the United States mainland and Honolulu.

The emphasis will be on attracting tourists to the vast territory spread over three million miles of the Pacific Ocean.

Continental won out over Northwest Airlines, Inc., and Pan American World Airways, Inc., Pan American had held a contract for air service to the Micronesia group.

Continental is the chief partner in the enterprise with Aloha Airlines, Inc., and an unnamed Micronesian businessman, according to sources at the Department of the Interior, which has jurisdiction over the trust territory. The Micronesian participation was said to be 49 per cent. A corporation to be known as Air Micronesia will be formed.

The Continental proposal calls for the construction of six hotels of 25 rooms each and a bed capacity of 50. These will

be built at the rate of two each year for three years. All will be constructed in a manner to enable later expansion. They will be built on the islands of Truk, Saipan, Majuro, Palau, Ponape and Koror.

A high Federal official said that Continental's proposal was "far superior" to those by Northwest and Pan American. He described it as the "first real step" in the economic development of Micronesia, which has a population of more than 90,000 and where island leaders have expressed disenchantment with American administration.

Pan American, it was understood, was never really in the running for the contract because its proposal did not match either of the other lines. Pan American and Northwest also proposed providing only propeller-driven airplane service.

Three-engine jets will be able to land on airstrips on five of the islands, and the Interior Department is now constructing on Ponape an airstrip capable of handling jets.

The islands were placed under American trusteeship in 1947 by the United Nations after World War II and the defeat of Japan, which had held the island group. There are 2,141 islands. The largest groups are the Caroline, Marshall and Mariana islands.

Only last August, President Johnson asked Congress to establish a commission to consider the future status of the islands, which have been the subject of debate for many years.

NOTICE TO MARINERS
All persons navigating vessels in the Hackensack River are requested to observe the station while approaching and passing the Pennsylvania Railroad Bascor Bridge Number 6710 adjacent to Laurel Hill.
Starting November 10, 1967, the vessel channel will be closed to navigation and covered by a marine distress alert system made to the West River. The system will continue for approximately 10 months.
ALLEN N. SPOONER & SON, INC.
145 Cedar Street
New York, New York 10003

Today on WQXR

Radio Station of The New York Times
New York Times news on the hour on AM and FM

<p>1560 AM - 96.3 FM</p> <p>6:00, Bright and Early (except Saturdays) 10:00 Home</p> <p>6:45, Morning Business Report</p> <p>7:00, 11:15, 1:30, 3:00 News</p> <p>7:45, Business Picture Today</p> <p>8:00, House News Roundup</p> <p>8:07, House Personnel File (AM), News Report (AM), Post News</p> <p>10:07, AM, De Ma (except with Bob Taylor)</p> <p>10:30, News of Events (except Eastern and Japanese Wood photos)</p> <p>10:35, News of Events (except with Bob Taylor)</p> <p>11:07, 11:30, 11:55, 12:00, 12:05, 12:15, 12:25, 12:35, 12:45, 12:55, 1:00, 1:05, 1:15, 1:25, 1:35, 1:45, 1:55, 2:00, 2:05, 2:15, 2:25, 2:35, 2:45, 2:55, 3:00, 3:05, 3:15, 3:25, 3:35, 3:45, 3:55, 4:00, 4:05, 4:15, 4:25, 4:35, 4:45, 4:55, 5:00, 5:05, 5:15, 5:25, 5:35, 5:45, 5:55, 6:00</p>	<p>6:30, N. Y. Times Editorial</p> <p>6:35, Dinner Music</p> <p>7:07, N. Y. Times Correspondent Albert J. Isaacs' "The Corporate Profit Picture"</p> <p>7:15, Business Review</p> <p>7:30, Name the Value</p> <p>7:45, National Plans (except Newsday)</p> <p>8:07, Symphony Hall (12) Symphony No. 1 Schubert (Symphony on a Theme of Paganini)</p> <p>8:07, Musical Center Spotlight (Robert Fagiano's Street Scene)</p> <p>8:15, News of Events (except with Bob Taylor)</p> <p>8:30, N. Y. Philharmonic Orchestra of Leonard Bernstein (Symphony No. 4)</p> <p>8:45, News of Events (except with Bob Taylor)</p> <p>9:00, News of Events (except with Bob Taylor)</p> <p>9:15, News of Events (except with Bob Taylor)</p>	<p>6:30, N. Y. Times Editorial</p> <p>6:35, Dinner Music</p> <p>7:07, N. Y. Times Correspondent Albert J. Isaacs' "The Corporate Profit Picture"</p> <p>7:15, Business Review</p> <p>7:30, Name the Value</p> <p>7:45, National Plans (except Newsday)</p> <p>8:07, Symphony Hall (12) Symphony No. 1 Schubert (Symphony on a Theme of Paganini)</p> <p>8:07, Musical Center Spotlight (Robert Fagiano's Street Scene)</p> <p>8:15, News of Events (except with Bob Taylor)</p> <p>8:30, N. Y. Philharmonic Orchestra of Leonard Bernstein (Symphony No. 4)</p> <p>8:45, News of Events (except with Bob Taylor)</p> <p>9:00, News of Events (except with Bob Taylor)</p> <p>9:15, News of Events (except with Bob Taylor)</p>
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