

February 5, 1955

Dear Amos:

I thought you would be interested in clipping on Ross Rieley's appointment to Civil Aeronautics Board yesterday; - also editorial which followed this morning.

In answer to your inquiry, Oswald Ryan has not yet received a job from the administration. The editorial attached refers to the White House abandonment of "its first candidate

to succeed" Ryan. That was
Harold Jones who was and
is United States Minister
to ICAO in Montreal (this
is organization made up
of representatives of all
governments who have
airlines flying internationally).
It was apparently Adams
intention to give Jones the
ICAO job, and give Ryan
Jones' job in Montreal.

When the White House
yielded to local service
airline opposition to
Jones' appointment to ICAO,

Jones went back to his
LCHO job in Montreal.
Thus - no job for Ryan,
as yet.

Hope you and Miss
Minnie are both fine -
and that Lillian -
I will have the
opportunity of seeing
you soon.

Regards, always
Carlene

Amon; —

Second set of
clippings being mailed
under separate cover.

Carlene

Ike Names Rizley for CAB Post

By Richard E. Mooney

United Press

President Eisenhower yesterday nominated former Rep. Ross Rizley (R-Okla.) to the Civil Aeronautics Board, ending a five-week search during which two others were almost tapped for the \$15,000-a-year post.



Rizley

The nomination of Rizley, subject to Senate confirmation, brought the five-man board up to full strength. It thus broke a potential voting deadlock on the Board, whose other members are evenly divided politically—two Democrats and two Republicans.

It was not indicated immediately whether Rizley, who served more recently as Assistant Secretary of Agriculture, would be made chairman of the Board. The chairmanship was offered to the other near-nominees.

The first almost nominated for the post was Harold A. Jones of Los Angeles, a former Board member now United States delegate to the International Civil Aviation Organization in Montreal. His nomination was blocked by a group of local service airlines.

The second was former Rep. Robert G. Simmons, now Chief Justice of the Nebraska Supreme Court. He was reported to have turned down the offer.

Rizley was nominated for the membership formerly held by Oswald Ryan, whose term expired.

President Nominates Wage-Hour Chief; Fills 556 Other Jobs

By the Associated Press

President Eisenhower has asked the Senate to confirm 557 nominations to Federal posts, including that of Newell Brown of New Hampshire to be Wage-Hour administrator.

The name of Ross Rizley, former Republican Congressman from Oklahoma, was submitted for a seat on the five-man Civil Aeronautics Board.

Mr. Eisenhower also nominated Philip W. Bonsal to be Ambassador to Colombia, Trevor Gardner to be Assistant Secretary of the Air Force and Allin H. Pierce, a Chicago attorney, to be a judge of the Tax Court of the United States.

Most for Postmasters.

The 552 other nominations, all sent to the Senate yesterday, are for postmasterships in all 48 States.

The Senate meanwhile confirmed the nomination of John Sherman Cooper, former Republican Senator from Kentucky, to be Ambassador to India and Nepal; Donald R. Heath of Kansas to be Ambassador to Lebanon; Philip D. Reed of New York and Erwin D. Canham of Massachusetts to be members of the United States Advisory Commission on Information, and George G. Killinger of Virginia to be a member of the Board of Parole.

Salary at \$15,000.

Mr. Brown, 37, will succeed William R. McComb in the \$15,000-a-year job as Wage-Hour administrator. He now is director of employment security for the New Hampshire Department of Labor.

He formerly served as secretary to Sherman Adams when Mr. Adams, now Mr. Eisenhower's right-hand man in the White House, was Governor of New Hampshire.

If Mr. Rizley, 62, is confirmed for the CAB, it will end a stalemate which has existed on the board since Oswald Ryan's term expired December 31. There are now two Republicans and two Democrats on the board, and they have been split on many major questions coming before it.

The board also lacks a permanent chairman. Mr. Rizley is being talked about for this spot, but there is no official word on it yet.

Rizley to the CAB

Apparently President Eisenhower has at last found a nominee for the Civil Aeronautics Board who can satisfy all the requisite clearances. Let us hope that the nomination of Ross Rizley (who presumably will be designated CAB chairman) will bring some order out of the confusion in which the board has been left since the first of the year. Mr. Rizley, a former Republican member of Congress from Oklahoma and more recently an Assistant Secretary of Agriculture, is a man of wide acquaintance and very conservative political views. He gained prominence several years ago because of his energetic efforts to prohibit Federal regulation of natural gas producers; later he worked effectively on Capitol Hill to gain support for the flexible farm program. Incidentally, he will become the second Oklahoman currently on the CAB. The other is Josh Lee, a Democrat whose term expires this year.

Mr. Rizley will be the fourth former member of Congress on a five-man board. It is perhaps regrettable in this connection that the CAB vacancy was viewed as a political roost rather than as a spot for a man skilled in regulation and aviation economics. In any event, Mr. Rizley will need to demonstrate his independence and his ability to withstand pressures. Few jobs in Washington are so subjected to lobbying influence. The White House itself apparently yielded to such pressures when—following the unceremonious dumping of a Republican CAB member with 16 years' service, Oswald Ryan—it abandoned its first candidate to succeed him after opposition developed.

Almost simultaneously with the Rizley appointment, President Eisenhower again overruled the CAB in an international route decision, this time in the so-called transpacific case. Although this newspaper dislikes to see the recommendations of regulatory commissions upset, except for compelling reasons, it is hard to quarrel with the President's decision that the renewal of Pan American and Northwest Airlines routes across the Pacific ought to be on a temporary basis so long as both carriers require subsidy. More controversial is the President's refusal to renew Northwest's Seattle-Honolulu route, thus leaving Pan Am to serve this particular segment alone even though Northwest reportedly had offered to forgo subsidy on the route. Evidently the President is saying that Northwest ought to concentrate on its northern route to Japan and that competition in the Pacific ought to be on an area rather than a parallel basis.

On one point we regret that neither the CAB nor the President saw fit to adopt the examiner's recommendation. That was in the request of Transocean Airlines for some sort of permanent status as an irregular carrier across the Pacific. Transocean is one of the most reputable and responsible of the nonscheduled carriers; it has transported military passengers and cargo without subsidy and with scrupulous regard for regulations. If the CAB ever intends to do something about the anomalous situation of the nonskeds, it missed an admirable opportunity here to recognize a worthy contender. Perhaps with Mr. Rizley's assistance the CAB will take another look.