

Mr. OLSEN. But there is one thing about Dublin. It requires a Shannon landing. Any carrier departing westbound from Dublin must land in Shannon because the runway at Dublin is inadequate for transatlantic flights so that Shannon would not suffer. They would still get their dollars at tax-free counters over there.

All we are asking for is what Ireland granted to us, the American-flag carriers, regardless of who it is, in 1946.

Mr. BURKE. You are asking them to destroy the Shannon Airport and if you were over there you would see it their way, but sitting where you are sitting you can't see it their way.

I think we should have some understanding of some of the problems these little countries face and I don't think that the powerful airlines of this country should be trying to obliterate these people. I am strongly opposed to it.

Mr. NEVINS. Mr. Burke, if I may, all we are asking, sir, is that we be put in an equally competitive situation, and if we feel we are put in an equally competitive situation then I don't feel that the Irish—with the expressions you have made here I assume that you are at least of Irish descent—are going to be at all coming up short on that end of the situation.

Mr. BURKE. I think that the Irish Government is very sympathetic to your problem but they are being very realistic about it and, as you even point out here, as the New York Times points out in their story, this would mean the destruction of the Shannon Airport.

It would dig deeply into their tourist business. It would act in a very adverse way to their economy there, and I don't think that it is fair for us on this side to ask them to make all the sacrifices that you are pointing out here.

I don't think that you ask this of many other nations, and looking at your chart here, your exhibits here, you are in a far worse off condition in other countries and I don't see any exhibits placed here on record that would point up your problems in those countries.

I am merely pointing out that Ireland has many, many economic problems. They are a small country. I think that they realize maybe \$13 to \$14 million a year to their income as a result of the people that travel over there. This represents about 30 percent of their national income.

What are we trying to do here? That is what is wrong with this whole bill. I am very friendly to Pan American. I am friendly to Trans World and the rest of them, and I would like to help them out, but I think that they have to let a few other people live, too.

You know, don't try to take over everything and just knock everyone out of the box. That is the whole trouble with this Nation today. It is getting so big that the large supermarkets are driving out the little drugstores, the little grocery stores, the little tailor shops. Why, the little fellow today hasn't got a chance, hasn't got a chance with the giants that he has to compete with. I think that in fairness, with Pan American and the rest of them getting 25 percent of the business in one country, if they get 25 percent of the business all over they would be doing very well, and I think it is a little bit unfair to put this stress in here with the press release by the New York Times and your statement about Aer Lingus buying some planes.