

News Summary and Index

NYTimes THURSDAY, FEBRUARY 5, 1976 FEB 5 1976

The Major Events of the Day

International

A major earthquake struck the city of Guatemala and its vicinity, reportedly killing 2,000 and injuring many thousands. The death toll in the capital was estimated at more than 300. Heavy damage was reported from neighboring Honduras, but there were no reports of casualties there or in El Salvador and parts of Mexico where the earthquake was also felt. [Page 1, Columns 1-4.]

The Senate subcommittee on multinational corporations disclosed payments made to individuals overseas by the Lockheed Aircraft Corporation. These included \$7 million paid to a Japanese rightist with political influence and underworld links, payments to Italian politicians, "gifts" in Turkey, lobbying in West Germany, and the purchase of industrial intelligence from European airline officials. [1:5.]

An advance copy of a report to the United Nations Educational, Scientific and Cultural Organization says that its ambitious project to end illiteracy, begun a decade ago, has failed dismally. It says that there are now 800 million illiterates in the world, compared with 735 million in 1965. The report covers 11 third-world countries, all of which, it says, spent too little of their budgets for this purpose. [1:1-3.]

The 22d Congress of the French Communist Party opened with an attack by its leader, Georges Marchais, on the Soviet Union for "unjust and unjustifiable" acts of repression against Soviet citizens. Accelerating the campaign to portray French Communists as independent of Moscow, he used phrases interpreted as alluding to Tuesday's Paris statement by Leonid I. Plyushch of maltreatment of political prisoners in a Soviet mental hospital. [1:8.]

National

Transportation Secretary William T. Coleman Jr. ruled that France and Britain could operate limited service with the supersonic Concorde airliner to Washington and New York on a 16-month trial basis. The decision could mean flights to Washington's Dulles International Airport by mid-April, though opponents immediately started legal action to bar the plane and similar Congressional legislation is also being pushed. Most key officials doubted the Concorde would be allowed into New York for many months, if ever, since additional

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Quotation of the Day

"There is so much on both sides of the equation that we do not know and cannot know without observing the Concorde in actual commercial operations into the United States that a firm decision at this time either to admit or to ban the Concorde would be irresponsible."—William T. Coleman Jr., Secretary of Transportation, announcing his decision to allow the Concorde supersonic airliner to fly into Washington and New York airports. [16:3.]

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CORRECTION

In an article on Jimmy Carter's Presidential campaign that appeared yesterday in *The New York Times*, it was reported incorrectly that an article critical of Mr. Carter would appear in the February issue of Harper's magazine. The article is in the March issue.