

Air Hostess Works Wonders with Smile, Assured Look

By JAN THOMAS
United Press Staff Correspondent
ATLANTA (UP)—Airline stewardesses, who seem to possess built-in calmness during trying moments aloft, have a simple formula for coping with emergencies—look assured and smile.

"You'd be surprised how assurance spreads," said Pat McCarthy of Chicago, who has experienced an emergency preparation.

One commercial airline emergency after another in recent months has produced the familiar story of the calm stewardess who helped nervous passengers keep their senses until the danger was over.

At the Atlanta Municipal Airport, one of the nation's busiest, stewardesses and pilots today offered some modest explanations for their conduct under stress and some helpful hints for passengers.

"You know you're the only one who knows what to do and you know you've got to do it," said stewardess Harriett Videtto of Augusta, Ga. "You just know you can't let anybody down when all those people are depending on you."

No Time To Worry
Miss McCarthy once handled emergency preparations for a belly landing at Houston, Tex., when a faulty light indicated gear trouble. According to airline officials, such a situation is not rare, but usually the gear holds up.

"It's amazing how calm you can remain under emergency conditions," she said. "You're so concerned about the passengers you don't have time to worry about yourself."

A situation similar to the one in Texas occurred here last week. A Capital Airlines plane circled the Atlanta Airport for three hours to burn up gas before attempting what might have been a crash landing.

Two passengers slept right through it. A third said afterwards she "enjoyed watching the sun come up." There was no panic.

The passengers attributed their trust to a level-headed stewardess who walked up and down the aisle smiling and chatting. She prepared them for a crash landing and kept them posted on late developments from the cockpit.

As in all emergencies of this kind, the passengers were prepared for the worst.

They were told to remove their glasses, false teeth, high heeled shoes and other sharp articles such as pocket pencils and tie clasps. They were padded beneath their seat belts with pillows, blankets and coats.

Passengers Are Prepared
Tight clothing around necks was

U.S. Ships to Pay Suez Toll Under Protest

Ban Due to Be Lifted In Few Days; Some Canal-Bound

By JOHN SCALI
WASHINGTON (UP)—The United States is now about ready to allow American ships to pass through the Suez Canal under Egyptian terms—provided they do so under protest against Egypt's operating arrangements.

Top officials who disclosed this today predicted such a go-ahead to pay tolls direct to the Egyptian Suez Canal Authority.

The government move would void earlier State Department "advice" that American ships keep away from the canal until physical and negotiating hazards involved in reopening the waterway had been overcome.

Some American commercial ships are reported already approaching the canal, anticipating that the government will lift the ban within a few days even though Egypt's President Gamal Abdel Nasser has refused to meet Western terms for operating the waterway.

The new American government attitude, officials said, would be made known about the time the Eisenhower administration officially informs the United Nations its confidential talks with Egypt have failed to yield a satisfactory settlement.

Such a report is expected to be made to the Security Council sometime this week. It will make clear the United States hope that further talks with Egypt will be held on the nine-month dispute which touched off fighting last October.

Although they have yielded little the private U.S.-Egyptian talks have continued in Cairo. U. S. Ambassador Raymond Hare met for half an hour yesterday with Egyptian Foreign Minister Mahmoud Fawzi.

Responsible authorities said the American report to the U. N. Security Council would contend that Egypt has failed to live up to the six principles it pledged to follow last September in negotiating differences with Western shipping nations.

They said Nasser has refused to agree to an arrangement which would insulate the operation of the canal from the politics of any single nation. This was one of the six principles Nasser agreed to follow.

It is understood the Eisenhower administration will continue to freeze some 37 million dollars in Egyptian government assets seized since Nasser grabbed the canal last Oct. 28.

These funds, it was said, would provide means of compensating American companies in event the old Suez Canal Co. successfully sues ships that use the waterway under Egyptian terms.

Busy Monday for Mailman



NEW YORK—Letter carrier Israel Scheeter in New York City's main post office demonstrates difference between his job Monday and on a normal Monday. Two bags at left contain approximately his normal Monday mail. Bag at right is volume he had to deliver yesterday, more than 50 per cent above normal, following Saturday's delivery shutdown. Scheeter's route is in New York's garment district. (AP Wirephoto)

loosened and, as a final precaution, the passengers were told to lean forward, place their heads on their knees and grasp their legs.

An airline spokesman said sixty persons can be evacuated from a plane in about three minutes without panic. The necessity for speed, of course, is the possibility of an explosion or fire.

The most common emergency is landing gear trouble. Engine fires are rare, and commercial airliners normally are able to fly safely on one engine. Power failure is another cause of crack-ups, particularly on take-offs, but airline officials say the chances of it happening also are remote.

"If we feather an engine at night, nine times out of ten nobody knows it, and we wouldn't call attention to it," said Harriett Barrett, a stewardess instructor. "But in the daytime, passengers often notice engine failure. In that case we merely explain that it will only mean losing some speed."

The Florence Nightingales of the airways are hand picked and must pass rigid physical and personality tests.

"More than anything else we look for an intelligent, mature girl with poise, emotional stability and charm," said Delta Airlines personnel man Arthur Davis. "That's the kind of gal who can hold up in an emergency."

Parents Dig Trench in Street To Guard Kids From Speeders

LIBERTY, Mo. (UP)—The City Council decided last night the residents along Hillside Street had the right idea but used the wrong technique when they gouged a trench three inches deep across their street.

Eight couples joined in the project Sunday and posted signs: "Slow — Mad Parents."

"We had to erect the signs and dig up the street to demonstrate that something had to be done right now to protect the 30 kids along the street," Mrs. Harry Hutzell Jr. told the Council.

"Drivers go through here anywhere from 50 to 65 miles an hour — so fast we can't get their license numbers."

Mrs. Marvin L. Sands, who lives two blocks from the trench, complained to the Council she cut a tire crossing it.

"When people take the law into their own hands and dig up a street because some of them can't control their own children, it's not a good thing," she said.

"Some of the very people who complain about speeders in their block roar through our block."

The Council ordered City engineer Richard Reavis to fill in the trench but it also instructed him to erect a four-way stop sign at a nearby intersection as a means of slowing down traffic.

The Council also approved the engineer's idea of building two bumps into Hillside Street about 200 feet apart.

"These rises will not be a hazard to drivers going slow along here but would give a speeder a good bounce," Reavis explained.

DAR Leader Voices Pride

WASHINGTON (UP)—The Daughters of the American Revolution were told by their president general today that "any great patriotic and conservative organization will be under fire in these critical times."

But, said Mrs. Frederic A. Groves of Cape Girardeau, Mo., "we have every reason for pride in the accomplishments of our national society. . . . We have a magnificent record of service."

Mrs. Groves, a member of the DAR for 24 years, made the comment in a prepared report of the year's activities at the first business session of the five-day 66th Continental Congress.

It came during a brief reference to a "controversy" in Denver, Colo., "during February concerning the use of the U.S. flag by a Mexican boy."

A Lincoln's Birthday program was canceled in Golden, Colo., after a Denver official of the DAR said she thought "Mexican" boys should not carry the American flag. The remark by Mrs. Charlotte Rush touched off a nationwide reaction. She resigned as patriotism chairman of the Denver DAR chapter and issued an apology, but maintained her remark had been misunderstood.

The Statue of Liberty was presented by France to the United States on the hundredth anniversary of American independence.

About 20 per cent of the 850,000 doctors in the world are in the United States.

Labor Probers Open Scranton Terrorist Quiz

Convicted Bomber and Pretty Brunette 1st Of Witnesses

WASHINGTON (UP)—Senate racketeers called a convicted bomber and a pretty brunette to a public hearing today to tell of alleged terrorism and intrigue in Scranton, Pa., labor unions.

"We expect to develop in these hearings what may be a classic example of the use of force and violence in labor-management relations," said Sen. McClellan (D-Ark) in a statement prepared for the start of the hearings before a special Senate committee which he heads.

He predicted the testimony will show "terror tactics" by some labor union officials against members of their own unions as well as against employers in the Scranton area.

Committee sources said one phase of the hearings will deal with conversations recorded secretly by Helen in Scranton, 27, a pretty dark-haired divorcee, and her friend Paul Bradshaw, in an effort to show that Bradshaw is innocent of dynamiting charges.

The recordings were made after Bradshaw was convicted on charges that in 1934 he dynamited a house under construction by a nonunion contractor. He still is awaiting sentence on the charge.

Bradshaw, a onetime prize fighter and former Teamsters Union steward, is among the scheduled leadoff witnesses.

Miss Canfield's story of how they "bugged" her apartment with hidden microphones and secretly tape recorded conversations of other persons they contend are the real terrorists has been told in criminal trials in Scranton. But committee aides said the recordings, which may be used as evidence, never were played publicly before.

Listed as probable witnesses are four union business agents also convicted and awaiting sentence in connection with the dynamiting. They are John A. Durkin of the Teamsters; Phillip F. Brady of the International Brotherhood of Electrical Workers; Joseph F. Bartel of the Carpenters Union; and Anthony Bonacuse of the common laborers union.

Their prosecution reportedly stemmed from disclosure of Miss Canfield's tape recordings.

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DENNIS THE MENACE -By Ketcham



"DADDY ALWAYS SAYS NO AT FIRST, BUT IF YOU KEEP ASKIN' AND WHINE A LITTLE BIT, SOMETIMES HE CHANGES HIS MIND."

Holmes Not So Certain Session to End May 4

Gov. Holmes is sticking with his prediction that the Legislature will end by May 4, but he's not quite so sure.

"I am not quite as firm," he told his press conference Monday, "but I'm still passing the word that May 4 is the day."

In 1956 cut flowers were the second largest air cargo carried by one of the major U.S. airlines. Machinery had first place for freight to be flown.

Explosion Sinks Tug

ROTTERDAM, Netherlands (UP)—A boiler explosion sank the Dutch tug Gunnard here Tuesday. The Rotterdam Harbor Hospital said one person was killed, three were missing and 12 injured. Flying debris damaged two other Dutch tugs near the Gunnard and several private cars on the shore.

Ishibashi Improved

TOKYO (UP)—Former Prime Minister Ishibashi left St. Luke's Hospital Tuesday after 11 weeks of treatment for bronchial pneumonia and a weakened heart.

HANGOVER CAUGHT UP MINNEAPOLIS, Minn. (UP)—Harry Gellman began serving a 30-year sentence Monday on a 1927 bootlegging conviction. Gellman was arrested Sunday as a fugitive from a conviction obtained during prohibition days.

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