

A Nichol's Worth of . . . Comment On This and That

By HARMAN W. NICHOLS
United Press Feature Writer

Washington—(U.P.)—Commercial airline pilots are having fun making fun of double-talkers—in their own business, in government and even among newspapermen.



"The Airline Pilot," a magazine published by the Air Line Pilots Association, has compiled a tongue-in-cheek dictionary explaining what some of the pet jargon of the trade means. For example, take this sentence:

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Since 1818

"The coordinator said the program was in progress."
According to the pilots' glossary, that can be translated into plain English.

A "coordinator" is "the guy who has a desk between two expeditions." A program is an "assignment that can't be completed by one phone call." "Being in progress" means simply that the business at hand is "so wrapped up in red tape that the situation almost is beyond repair."

The Definition

The fliers' definition of air traffic is:

"A concentration of numerous aircraft over a given point, each demanding the same route and altitude and each having a special priority."

Air traffic clearance, translated, is "a verbal method of snarling the foregoing traffic." The air traffic controller, himself, probably is a man who, after he reads this definition, would just as soon go back to cranking Model Ts or selling pencils on the street.

He is dubbed, without much affection, as "an individual hated by pilots, airline executives, assistant controllers, passengers—and other people."

Dig at Press

A dig at the press. That "reliable source" reports are always quoting is defined as "a guy you just met." And "informed source" is the guy who introduced you to the guy you just met. And an "unimpeachable source" is the clown who started the rumor in the first place.

Some of the cracks can apply to bureaucrats of either government or industry.

For instance, a "clarification" means to fill in the background with so many details the foreground goes underground. To make a survey means that a man

Township Offers Lots for Builders

Byron, Wyo. — (U.P.) — Want a free lot on which to build a house? You can have one — provided you move to this little northwestern Wyoming town near the Montana border.

To encourage settlement in Byron the township has offered to give a 75-by-100-foot lot free to anyone who will build a house on it. The only charge is a \$1 fee to satisfy legal requirements in recording the deed.

The town made the offer, according to Mayor S. W. Cozens, especially to entice oil workers in a nearby field to settle here. "We had a little surplus in the treasury," Cozens said, "so we decided that giving away lots would be the best way to encourage growth."

The town paid \$125 each for the lots and has 20 available.

Nan Wood Honeyman Appointed by Sackett

Portland — (U.P.) — Sheldon F. Sackett, editor and publisher of the Coos Bay Times, has announced appointment of Nan Wood Honeyman as assistant to the editor and publisher of The World, Sackett's proposed new tabloid newspaper in Portland.

Mrs. Honeyman is a former collector of customs in Oregon and was Oregon's first woman congressman.

Sackett said he plans to start publication of his new newspaper March 15.

needs time to think up an answer that will get him off the nail.

To "note and initial" means "let's spread the responsibility for this."

"Let's get together" says I'm assuming you are as confused as I am."

Quotes From the News

By UNITED PRESS

New York—Field Marshal Viscount Montgomery of Alamein on President Eisenhower's world leadership:

"Ike looks extremely well, better than I have seen him before. The President is the only person in the world who can break this East-West deadlock. The nations of the free world trust him and have confidence in him. His picture is in their hearts."

Washington—Atomic Energy Commissioner Thomas E. Murray on the need for free world and Communist leaders to agree on effective atomic controls:

"Man now has the power to put an end to his own history."

Washington—Publisher Hugh M. Hefner of Playboy magazine on his suit against the Post Office department to acquire second class mailing privileges:

"This isn't a new fight, yesterday it was Anthony Comstock, today it is Arthur Summerfield, shooting arrows into the air. Yesterday they struck Leo Tolstoy, James Joyce and Esquire magazine. Today they strike Aristophanes, Lysistrata and Playboy. Tomorrow they may strike Cervantes, Shakespeare or Readers Digest."

Austin, Tex.—Gov. Allan Shivers on his prediction that "wild-eyed punks" will challenge his right to participate in next year's Democratic nominating convention:

"They have always been after me. They will challenge anyone who doesn't agree with them."

Chicago—Former Democratic National Chairman Stephen A. Mitchell on whether he favored a two-party system in the South:

"Definitely. There's a lot of those people who if they lived in Peoria would be Republicans."

Indianapolis—J. Addington Wagner, national American Legion commander, on the fund for the Republic, a branch of the Ford Foundation:

"The American Legion formally charges that by its action under its current direction, the fund for the Republic renders comfort to the enemies of America."

New York—Robert M. Hutchins, president of the fund for the Republic, on American Legion charges against the organization:

"The record of the fund makes it clear that Mr. Wagner is wrong on every point he makes. The fund has the enthusiastic support of other veterans' organizations and many similar groups. There is no need for further comment."

Atlanta—Roscoe Reans, expert on hunting with a bow and arrow, on how it is done:

"You start trying to think like the animal you're after. That's what does the trick."

HOUSEWIVES COMPLAIN

Berlin — (U.P.) — East German Communists said Thursday production has been stopped on several types of refrigerators. Reports from East Berlin said housewives complained that their new ice boxes got hot like stoves.

Use Mail Tribune Want Ads

Around Hollywood

By ALINE MOSBY
United Press Correspondent

Hollywood—(U.P.)—One of the new celebrities in Hollywood is an agent who has the distinction of being immortalized in a Broadway play.



In "Will Success Spoil Rock Hunter," Rock Hudson and Marilyn Monroe are caricatured, as is a top studio executive (also satirized in the movie, "The Big Knife").

But the most noticed character in the play is a powerful agent named Irving LaSalle who is supposed to be the devil in disguise. His real life counterpart is Irving Lazar, one of the most important behind-the-scenes figures of the movie colony who, since the play, has enjoyed a new sort of fame.

Runs Large Agency

Lazar runs the largest one-man literary agency in the country. His notable clients include Moss Hart, Cole Porter, Noel Coward, Ira Gershwin, Harold Arlen, George Kaufman and, of course, the "Rock Hunter" author, George Axelrod.

"I did a couple of things for George—more dough, berths on planes, and so on—that gave him the idea an agent is a powerful, impressive, omnipotent person," Lazar explained today.

"It always was a gag between us. I would tell him there was nothing I couldn't do for him," Lazar said.

Written Into Play

"He wrote me into his play,"

Lazar said. "He used some of my characteristic phrases such as 'no contest.' And the way I somewhat patronizingly refer to my clients as 'dear boy.'"

Some celebrities are horrified at being caricatured, but Lazar was "amused" when he attended the play's recent Broadway opening.

"I thought it might be embarrassing, but everyone hollered 'congratulations' at me—even the critics," he laughed. "It was as if I were in the play myself."

BARBERS WHISPER

Chicago — (U.P.) — Talkative barbers today started a whispering campaign—for a good cause. Secretary-Treasurer Frank Alotta said members of the Masters Barbers Association of Chicago have been instructed to whisper into the ears of their customers: "Make every day a safe driving day."

Because of the plentiful supply of fish, crustaceans and plankton in the waters surrounding Antarctica, these waters abound in whales and seals.

The continent of Antarctica is estimated to be an area of 6,000,000 square miles—approximately the area of the United States and Europe combined.

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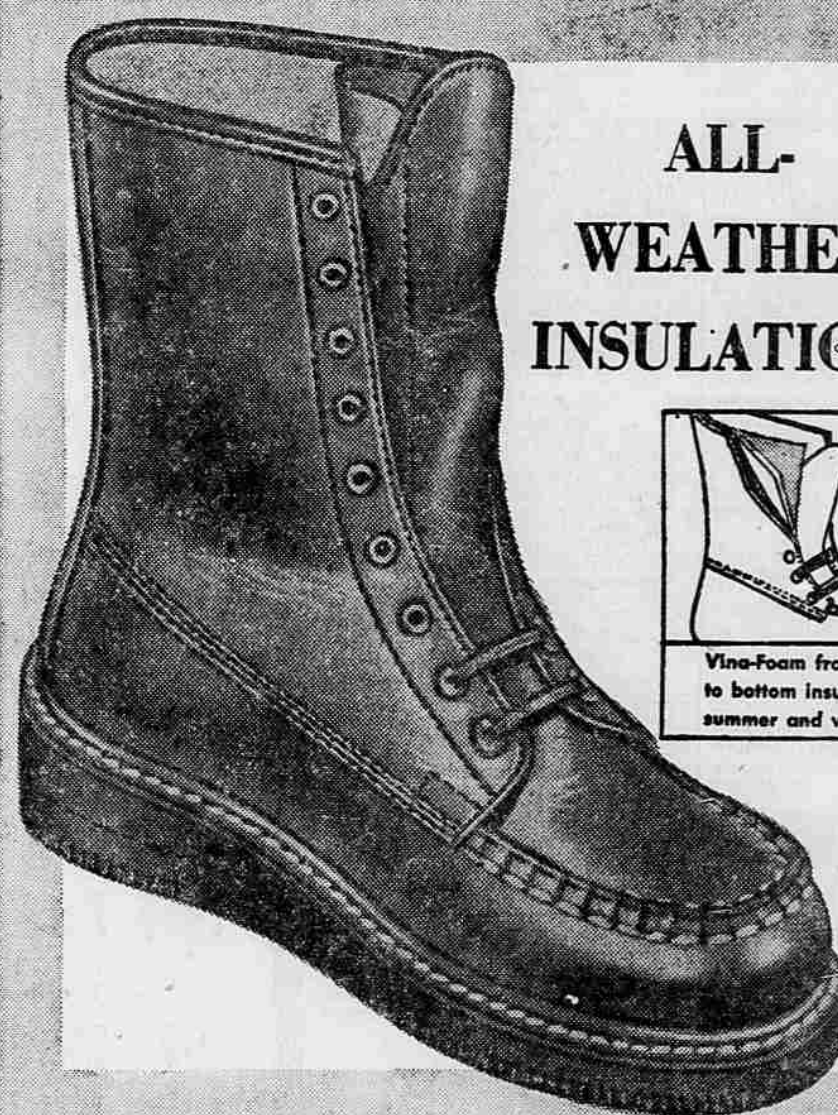
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A special message to truck drivers' wives

from your Ford Dealer . . .

This year, everybody is talking about safety in automobiles. And with good reason. The hazards of the road take more American lives every year than we lost in the whole Korean war.

So important things are being done to make cars safer.

But— isn't safety even more important in trucks?

If safety is important to the man who drives a car a few hours a day, isn't it even more important to the man (and his family) who drives a truck for a living?

We think it is.

And we think you wives think it is. That's why we believe you'll be vitally interested in what Ford has done to make driving a truck safer for your husband.

Ford has taken the lead in safety with not just one, but a whole family of new safety features for America's trucks and cars.

What are these features that could be so important to you?

1. Lifeguard Steering Wheel



Ford's exclusive Lifeguard truck steering wheel is built in such a way that, in case of accident, it helps protect the driver from any contact with the steering post. This kind of "deep-center" steering wheel actually acts as a cushion in case of accidents.

2. Lifeguard Door Latches

Ford's Lifeguard door latches have a new "double grip" type construction. Their extra holding strength gives added protection against doors flying open in the event of an accident . . . to help keep the driver in the truck where he's twice as safe.

3. Seat Belts

You've read a lot about seat belts. You probably know that the Accident Research Center at Cornell University, the American College of

Surgeons and many other groups strongly urge that every owner equip his vehicle with seat belts. Studies prove that in about one-half of all accidents, injuries could be avoided or reduced by the use of seat belts.

Ford is the first truck manufacturer to make seat belts available (at low extra cost, for both new and used trucks).

In case of an accident, or sudden stop, a Ford Seat Belt holds the driver firmly in the seat. This greatly cuts down the chances of serious injury.

And remember—it isn't necessary to be driving fast to be seriously injured or thrown out of the truck in case of an accident. A sizable percentage of injuries of this kind occur at speeds of only 30 or even 25 miles per hour. (If your dealer happens to be out of seat belts temporarily, please be patient. He will have them shortly.)



4. Tubeless Tires

This year, tubeless tires are standard equipment on every Ford Truck. Tubeless tires do not prevent punctures. But they do help to prevent many blowouts. When a puncture occurs in a tubeless tire, the air is apt to escape very slowly. The driver has a greater chance to slow down and stop safely.

5. Power Brakes

What we call vacuum-boosted power brakes make it possible for the driver to apply a lot more force to the brakes, faster and easier. This makes it possible to stop faster in emergencies. Power brakes are standard or available on every '56 Ford Truck.

6. High Visibility

A better view of the road—in front, behind and to the sides—can help the driver to spot trouble before it happens. A full-wrap windshield is standard on the new Ford Trucks for '56. The standard rear window is the widest on any truck . . . and a new full-wrap rear window is available at slight extra cost. All told, a new Ford Truck gives the driver one of the greatest all-around glass areas of any truck.

7. Reserve Power



A "slowpoke" truck can be a threat to highway safety—it is a stumbling block in the path of other traffic. Trucks should have enough power to keep up with the traffic stream. And they should have enough reserve power to pull out of emergency situations. So you will be interested to know that the new Ford Trucks for '56 have power increases up to 26%, to make sure drivers have all the reserve power they are ever likely to need.

Why should any man who drives a truck for a living take chances, needless chances, by not taking advantage of every available safety device?

To repeat—if safety is important to a man who drives a car once in a while, isn't it far more important to the man who drives a truck all day, for a living?

When a man drives a '56 Ford Truck—from Pickup to tandem-axle Big Job—he and his family have this peace of mind. They know he's driving a truck that gives him the added protection of exclusive Lifeguard safety features.

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