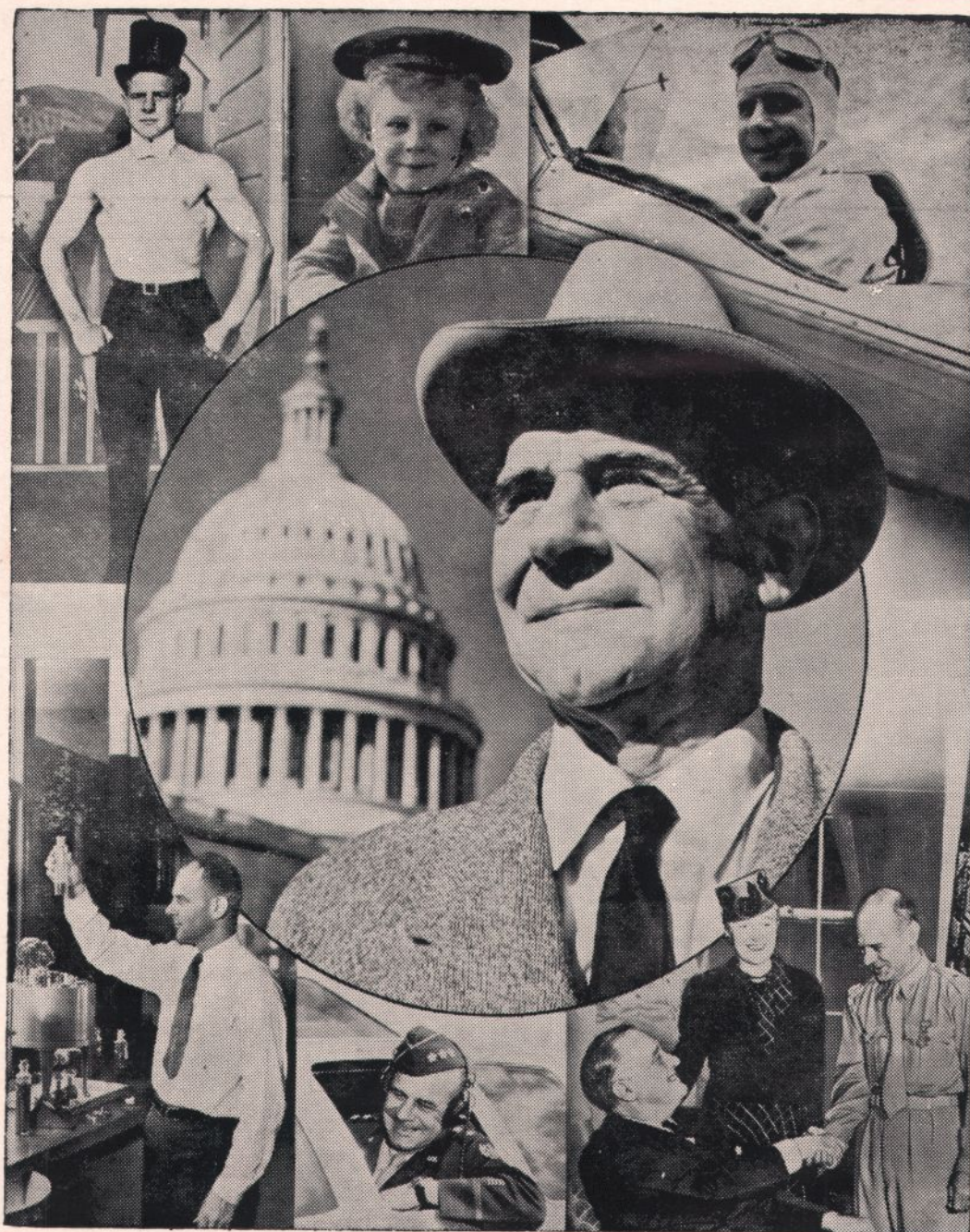


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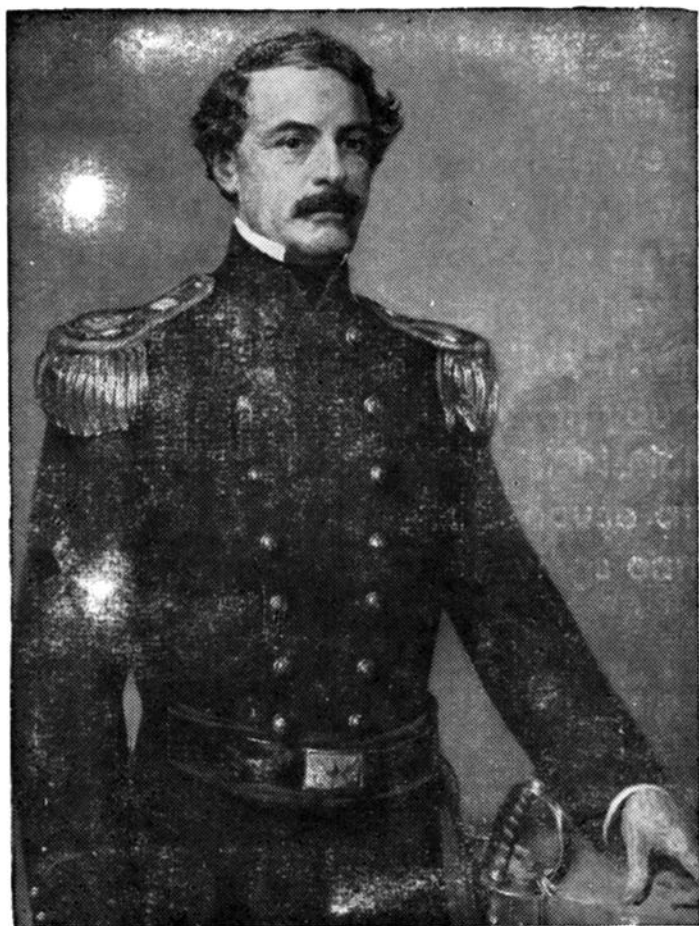
JIMMY DOOLITTLE'S WORLD

JANUARY 21, 1962  
VOL. XXXIV, No. 4





**IGLOO AGLOW WITH HOPE AND CHEER** — Parka-clad Bob Hope and Jayne Mansfield, cuddling her pet Chihuahua, are welcomed to the Arctic by Santa Claus (actor Peter Leeds) during their recent Yuletide tour to entertain U. S. servicemen at bases in Newfoundland, Labrador and Greenland. Highlights of the Hope troupe's entertainment were filmed for broadcast on NBC-TV's "Bob Hope Show" Wednesday, Jan. 24.



**LEE, THE VIRGINIAN** — General Robert E. Lee, shown here as he was during his term as superintendent of the U.S. Military Academy (1852-55), will be the subject of a Civil War Centennial TV portrait, "Lee, the Virginian," made by NBC Special Projects for broadcast Monday, Jan. 15, with Thomas Mitchell narrating. The unit's sound-film cameras have been on location in Virginia to shoot countryside, buildings and battlefields associated with Lee and which look now much as they did in his day. Historic photographs will be animated through the stills-in-action technique. The painting is by Ernest L. Ipsen.

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### ON THE COVER

That famous American hero of World War II and leading aeronautical scientist, General James H. Doolittle was the TV subject of a full-hour special program. At top, left to right, is Doolittle at 16, as a child of two-and-a-half; as a barnstormer in the mid-twenties. At bottom, as aeronautical scientist; as a general taking off in April, 1942, on the first bombing raid on Japan; and receiving, one month later, from President Roosevelt the Congressional Medal of Honor, as his wife looks on. At center is Doolittle today.

THE CHRONICLE



**UNDER THE BIG TOP** — Exploring the perennial appeal of the Big Top, NBC's "Project 20" has captured on sound-film both the glamour and the grubby reality of life under canvas. Its full-hour "Circus" will be the "Du Pont Show of the Week" on NBC-TV Sunday, Jan. 21, with famous clown Emmett Kelly as storyteller. It is a tale told chiefly from the viewpoint of circus folk themselves, concentrating on the real life of the "backyard," and featuring on-stage performances as well. The clown soaking tired feet in the water-bucket is Gene Lewis.



**IN 'FOCUS'** — Pulitzer Prize-winning playwright Arthur Miller (right) looks on as James Whitmore and Colleen Dewhurst rehearse a scene from "Focus," his only published novel, to be dramatized as a full-hour NBC-TV special Sunday, Jan. 21. With them are Fielder Cook, directing, and S. Lee Pogostin (rear), who has made the TV adaptation of this story about anti-Semitism in a middle-class New York City neighborhood. An NBC Public Affairs presentation, it is produced in cooperation with American Jewish Committee's Institute of Human Relations.

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## NOTHING BUT THE TRUTH

by Russ Arnold

### 60-YEAR-OLD CLYDE C. FRENCH

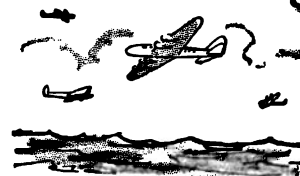
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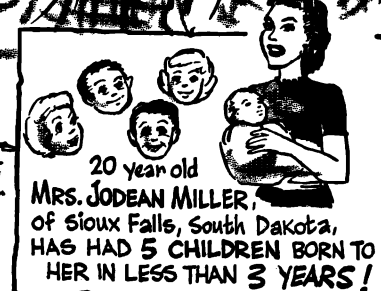


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## Opportunities Unlimited:

### A Homemaker and Career Girl Make a Temporary Job Switch

By ANNE HEYWOOD

MARIE and Jeanne are sisters, but just as different as two girls can be. Marie always wanted to be a mother and homemaker even back in the grade school days. She loved her dolls, and always wanted to play house. Jeanne, on the other hand, held out for playing store, or office—she always found the idea of business fascinating.

Well, as is often the case in life, they both got what they ordered—Marie a husband and family, Jeanne a real career. They had always been good friends, but as the years went by, they grew apart.

"It worried me," Jeanne said, "because it seemed such a shame. But I couldn't help thinking Marie was a kind of—well, a kind of vegetable, really I mean, spending all her time in the house, doing nothing but care for the kids, never keeping up with things."

#### No Meeting of Minds

"Yes," Marie smiled, "and I thought Jeanne was leading a terribly empty life—all work, no fun. We really hardly even spoke the same language."

But they were smart sisters, and honestly devoted, so one day they swapped places. Jeanne got a two-months leave of absence from her job, and volunteered to replace Marie with the children

and housework, so that Marie could take a nine to five job in a local giftshop which had offered it to her.

"After two months," Jeanne said, "we sure had different opinions. I have every respect for homemaking now—and Marie no



#### The Homemaker Took a Job; The Career Girl Kept House

longer looks down her nose at careers."

"Yes indeed," Marie agreed "and there's something else, too. When the children are grown I'll know something about business and not be such a real dope. And when Jeanne gets married, she'll know her way around a kitchen!"



**DECADE OF ACHIEVEMENT** — Host John Chancellor (right) of NBC-TV's "Today" show and Frank Blair, who has been with the program since it started, mark the 10th anniversary of the Monday-through-Friday series with a handshake. "Today" will celebrate this milestone with special features on the Friday, Jan. 12 broadcast. Since pioneering in early-morning network TV broadcasting in 1952, "Today" has scored an impressive record of achievements, including nearly 7,000 hours of programming and a guest list of more than 13,000 persons, among them bannerline names in the news and headline names in showbusiness.

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# Ships Throughout The Age . . .

If somebody told you that he was a ship's husband, you might feel tempted to reply: "And how are all the little boats?"

Actually a ship's husband is a land agent who represents the owners and attends to the repairs, provisioning and other expenses of the ship.

But don't feel too badly. Few people know many of the strange facts — as well as odd superstitions — that describe the world of ships and their crews.

Perhaps the oldest known boat was invented about 1700 B.C. Called the kelek, it consisted of a wooden raft bouyed by a float of inflated animal skins — as many as 1,000 sheep and goat pelts. Keleks are still in use in Armenia and Iraq today!

The ancient Greeks used "long ships", or galleys, with as many as four banks of oars. The Egyptians hauled corn on the Mediterranean Sea in a broad-beamed "round ship" usually propelled by a single sail. The vessel in which St. Paul was shipwrecked may have been of this type.

Our nautical term "forecastle" derives from the fighting platforms, or "castles", that were erected on the bows of ships during the Middle Ages.

Columbus' trio of ships were models of seaworthiness in their day — but so small that if set down on the decks of the Queen Mary, they would still leave room to drill a regiment of infantry. His flagship Santa Maria was only 128 feet long, or about as big as a fair-sized modern yacht!

With all the modern emphasis on jet propulsion, it's hard to believe that as far back as 1786 American inventor James Rumsey demonstrated on the Potomac River the first ship operating on the jet principle. Rumsey's vessel was propelled by streams of water forced through the stern by steam.

When Sir Charles Parsons built the first turbine ship, the Turbinia in 1894, he was using a principle demonstrated by Heron of Alexandria in the second century — the ability to obtain work from heat. Parson's steam turbine engine drove the Turbinia at a handsome speed of more than 32 knots. Today's mighty liners like the two English "Queens" and the S. S. United States are marvels of steam-turbine propulsion, but their basic construction is simply a variation on the principle discovered by the second century inventor!

The lean rakish clipper ship with its cloud of sail gave way to the improved steamship in the latter part of the 19th century, but as late as 1911 commercial sailing ships resembling the famed clippers were still being built. The France II, a five-masted sailing ship, was also fitted with two steam engines!

Lloyd's of London, which handles marine insurance throughout the world, lists as the oldest vessel on its register the Galicia, a 279-ton ship flying the Spanish flag and built in England in 1853!

Today there is a large fleet of 450 American-owned merchant vessels which are registered in Panama, Honduras, and Liberia and fly the flags of these countries. They're known as "Flags of Necessity" ships because their owners were driven abroad by rising operating costs.

Since World War II these costs have been stifling the

American Merchant Marine at home. Even with government subsidy, U. S. flag operators have found it difficult to make a profit. Under law, tankers, or and bulk carriers are not available for subsidy in the first place. As a result, American owners of some 10,000,000 tons of these types of ships have registered them in Panama, Honduras and Liberia and call them the PanHonLib fleet.

American dependence on the PanHonLib fleet has reached a critical stage. The Communists are determined to wrest merchant sea supremacy from us and their 800 new merchant ships pose an economic and military threat. Merchant ships are vital for carrying raw materials, petroleum, supplies, general cargo, personnel to many different countries and battle-fronts.

As the situation now stands, American owners of the PanHonLib fleet benefit the U. S. taxpayer in two ways, at no cost to him: 1. Their ships can be operated competitively in international trade, and 2. the fleet of fast modern ships is available to the United States in the event of war or other national emergency.

The future of American-owned Flags of Necessity ships is yet to be resolved. But encouraging support has come from the U. S. government. C. Douglas Dillon, then Under Secretary of State, in June 1959, told the representatives of nine European maritime nations: "My final thought on this subject is that, until such time as it may prove feasible for these American shipowners to operate competitively under the United States flag, my government retains its interests in the continued operation of ships under foreign flags including PanHonLib registries. From our viewpoint there are important and valid defense requirements which support this position. And there are good reasons, in our view, why it would be unjustified to undertake a concerted campaign, as has sometimes been suggested, against these flags."

Even the time-honored ceremony of breaking a bottle of champagne across the bow of a ship has roots in superstition. It dates from the days when sailors went out of their way to appease the sea. Greek and Roman fishermen would leave a portion of their catch on the beach as a peace offering, and Indo-China fishermen once sacrificed a man yearly to the sea god as the price of their fleet's safe return.

Ancient ships displayed human skulls and animal heads on their prows to prove to the sea deity that a sacrifice had been made — and this was the ancestry of the beautifully carved figureheads on 18th and 19th Century ships!

Salt must not be mentioned at sea by Scottish fishermen, and some nautical circles still consider it bad luck to start eating a fish at the tail!

Why do some tars consider it unlucky to have women on board? Because ships have always been called by the feminine "She" and it figures that a lady ship might be jealous of female competition for her sailors' attentions.

Do rats desert a sinking ship? According to a mammalogist at the New York City Museum of Natural History — if they do, it's only because they're holed up in the bottom of the ship and want to get out. Who wouldn't?



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