

HOWARD PRESTON

# The Chiefs Beat Monotony

More than 50 years ago, a sports writer named Hugh Fullerton felt his journalistic enterprise was challenged by a forthcoming baseball World Series. Weary of the typical pre-game stories which contain the "it-all-depends-on" qualification, Fullerton took each game in stride, predicting not only the result but also the score. It proved to be a one-in-a-million lark. In a brief series he proved to be clairvoyant. He was 100% right.



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The record doesn't show that Fullerton ever again tried his hand at predicting sports results. If he didn't quit after that success, he should have. But this has not prevented other sports writers from trying to pre-determine results of games, series or whole seasons in sports. In every contest there has to be a favorite and the dark horse. So, it has become a matter of occupational hazard to say, ahead of time, who will win.

Now that the professional football season is over, except for perhaps isolated pockets of resistance in Kissandell, Idaho, and White Knuckles, Nebraska, it is time to summarize the brief 1969 season which began eight months ago and formally ended yesterday.

THERE ARE REALLY ONLY two worthy revelations. The first has been mentioned. Sports writers never learn. Coach Paul Brown will go down in history not only because he was and is a successful coach but because his philosophy included this gem: "On a given Sunday any team in pro football can beat any other team." In other words, there is no sure thing.

Yet, almost to a man the sports people chose the Minnesota Vikings over the Kansas City Chiefs in the Super Bowl playoff game, just as they believed the Baltimore Colts would drub the New York Jets in last season's big game. Most of them said so in print, even though there is nothing in their contracts that makes this type of self-destruction mandatory. It would be much safer, and saner, to wait until after an event and then relate what happened and why it happened than to pretend to have 20-20 vision into tomorrow.

BUT THE MORE IMPORTANT reaction to the victory of the Kansas City team concerns their style of play. The real triumph was not in the upset of the Vikings, per se, but in the manner of the deed. The Chiefs demonstrated that there are two ways to play football, the stereotyped way and the innovative manner. They chose and won with the latter.

Coach Hank Stram and his merry men did pro football a real service, provided the example they set is followed. I refer to their variety of offensive formations.

The truth is that to most people who do not have a deep rooting interest in one particular team, pro football except for Kansas City and Dallas has become an endless series of the same thing. The T-formation, the split end, the tight end, the flanker. Heavens to Betsy, dress the teams in the same colors and you couldn't tell the Giants from the Packers, the Raiders from the Jets, if you relied on their maneuvers for identification. But the Chiefs used the I-formation and all sorts of variations, bringing back memories of the single and double wing, the short punt formation and the days when variety added spice to football. And that's the real impact of the new champs.

TELL IT LIKE IT IS

By Dunagin



"Why, someday you'll look back on 1969 and laugh."



## Mary Hirschfeld Hears ...

### Ex-Met Soprano Seeks Sponsors For Young Negro

HARK YE ANGELS. The legendary Rosa Ponselle, retired Met Opera soprano, is appealing to Clevelanders who may be interested in sponsoring another Leontyne Price. The famed diva is training Ruby Jones, a 24-year-old Negro, who is a dramatic mezzo soprano from New Orleans. A committee is investigating the possibilities of raising funds for living expenses while she is studying. Members are Common Pleas Judge Perry E. Jackson, Dorothy Fulheim and Wayne Mack; Rost Warden, Fine Arts mag editor; Beatrice Vincent, Press writer and chairman Tom Villella, personal friend of Miss Ponselle.

Tony Pecyk, dubbed "town maverick" when he was Ward 28 councilman (he's a stockbroker now), is restless to get back into politics—on the county level. All he requires is a little encouragement—financial that is. For years boat enthusiast Shirley Amster has been writing for Boating mag which holds an annual VIP luncheon in Manhattan. For the first time she's been invited (with transportation paid) and can't go. Why? Shirley is doing public relations for the Boat Show in Public Hall.

Put on a spread of Chinese food, invite Kathy Witt, Shaker Heights Hi junior, and she'll bring her own chopsticks. Her parents, Charles and Bea Witt, started her on their favorite food when she was six months and using chopsticks when she was a year old. When some of Miss Susan Zielinski's eighth graders from Brecksville Junior Hi visited the Cleveland Public Library, several considered sliding down the stately marble bannisters. Fortunately they didn't.

GENERAL INFORMATION. Miss Dorothy Manning, coordinator for the bilingual program sponsored by the Board of Education is looking for a teacher's aide. No training is necessary but the person must be conversant in English and Spanish. Job pays \$1.80 an hour. Applicants should call her at Lincoln Hi.

Eighteen new acts never before seen here are coming with the Grotto Circus Feb. 12-23 including a couple of plate spinners and a Hungarian acrobatic troupe. Metropolitan Opera will open a new ticket office here this year, and Hozheimer Interiors is designing the unit to be installed inside the downtown Euclid Avenue entrance of Broadview Savings and Loan.

Ailing Cleveland Heights photographer Perry Cragg during a half century took thousands of pictures of the Amish without their permission. A number of the photos are in special collections. Other day he was visited by four who remember him warmly. They brought him homemade bread, sausages and other good Amish things to eat.

Now you know. In the main lobby of Erieview Plaza there is no public telephone although the building houses Ohio Bell headquarters. People hunting one are directed to the company's business office on that floor.

### Antipollution Rallies Set for Campuses in Spring

WASHINGTON (AP) — Opponents of environmental pollution are organizing a nationwide wave of campus rallies with some big-name speakers April 22.

The "Earth Day" campaign was disclosed yesterday by Environmental Teach-In Inc., a student group fostered by Sen. Gaylord Nelson, D-Wis., and Rep. Paul McCloskey, R-Calif.

"We've heard from about 350 colleges, who have written about what they can do," said Philip Taubman, spokesman for the group.

"Some of the activity actually starts before April 22," Taubman said. "The

first is this week at Northwestern where there will be an all-night teach-in on environment Friday."

A large conference on environmental problems is planned at the University of Michigan in March, Taubman added.

The April 22 activities will be similar in form to the local-level programs of the Vietnam Moratorium war protesters last fall with emphasis on campus and community participation.

At this stage, at least, the project is strictly educational, not political, Taubman said, "although there may be places well informed enough that they'll want to press for specific reforms."

# Rickover Cost Proposal Called Feasible by GAO

WASHINGTON (AP) — Creation of uniform cost-accounting standards that Adm. Hyman Rickover once estimated could save \$2 billion a year on defense contracts was recommended yesterday by Congress' watchdog agency.

The General Accounting Office said its 18-month study found that standards are feasible and can bring

substantial savings on government contracts. Sen. William Proxmire, D-Wis., said the GAO report "represents a long step toward bringing skyrocketing military costs under control."

"BY REQUIRING all defense contractors to adhere to uniform accounting standards, government procurement officials will be able to guard against hidden defense profits and reduce the burden on the federal taxpayer," he said.

Proxmire said the \$2 billion annual savings estimate by Rickover, head of the Navy's nuclear programs and a critic of many defense procurement practices, has been challenged by defense contractors. "But he's a knowledgeable man and he's an experi-

enced man," Proxmire said in an interview. "I think he could very well be right." Rickover made the estimate to the House-Senate economy subcommittee which Proxmire chairs.

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### Toledo Man Flies Top Kite

TOLEDO (AP) — George W. Lewis, a non-professional kite flyer, maneuvered a blue box kite to 1,800 feet to capture the international kite-flying contest in Sarasota, Fla., Saturday.

A professional kite-flyer, Will Yolen, failed to set an altitude record when the nylon cord to his kite snapped, freezing his kite at the 1 1/2 mile level.

Yolen, a 62-year-old New Yorker, was attempting to break the 30,000-foot record held by the weather bureau of France.

### Teacher Pay Boosted

NEW YORK (AP) — Agreement on a wage boost yesterday averted a strike by 2,500 lay teachers in Roman Catholic elementary and high schools in Manhattan, the Bronx, Staten Island and seven counties north of the city. Terence Cardinal Cooke said the settlement will cost more than \$5 million.

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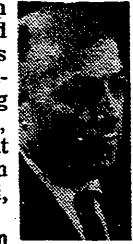
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WILSON HIRSCHFELD

# Oversupply of Airline Flights

Now that the nation is thoroughly aroused about poisoning of the air it breathes, this is as good a time as any time to bring up a proposal that not only would reduce one source of pollution but at the same time would save many millions of dollars annually. Both could be accomplished by eliminating thousands of airline flights, domestic and overseas, that carriers are operating with seats that are only half filled, more or less.



WILSON HIRSCHFELD

Fierce competition among the big carriers, particularly on mainline routes, for years has seen them scheduling more jetliners than generally is warranted. The overscheduling, quite naturally, results in empty seats. As is the case in all other endeavors, the empty seats are not free—they are paid for in the ticket prices of those who pay for air travel.

EMPTY SEATS on jetliners, of course, can no more be done away with 100% than a newspaper each day can print the exact number of copies it will sell. But newspapers and most other businesses come a lot closer to matching production and sales than do the U.S. airlines. If they did not do so, most of them would go bankrupt.

It is a valid question, then, to ask why the airlines cannot (or will not) do a better job in achieving a closer parity between seat-miles flown and passenger-miles sold. The coming of jumbo jets is even more likely to add to the disparity between empty and filled seats.

If, under existing laws and regulations, the airlines are barred from working together in making more economical, efficient use of the skyways, then Congress should see to changing those laws and regulations. If allowing carriers to pool operations and equipment for certain flights and routes would involve cartels in some forms, so be it.

There is certainly no sanity, for exam-

ple, in seeing X-number of nonstop flights daily between New York and Los Angeles when one half of X or two thirds of X would be quite adequate to meet the need. In these days of brainy computers and instant data systems there would not be any insurmountable problems in working out schedules to meet legitimate passenger needs, even if some idiosyncratic travelers would not be happy.

The money that airlines would save with flights operating closer to 100% capacity could be used in various ways. Over a period of years it could help pay for new equipment costing billions. It would help the carriers fight inflation. It could even be a factor in keeping fares down which, in turn, would make it possible for more people to travel by air.

AS FOR REDUCING pollution, big jets will be polluting the air even after more efficient engines are in use. Any reduction in the number of flights obviously would mean cleaner air and also would minimize noise pollution for those communities surrounding and in the flight paths of major airports. With fewer jets in the sky, there presumably would be more safety in the crowded airways and less congestion and delays at the busier airports, particularly in times of poor weather.

Naturally there would be considerable opposition to cutting down on the numbers of jetliners. Fuller use of existing and future jet seats would mean fewer orders for aerospace manufacturers, who comprise a potent lobby. Airline unions probably would oppose the idea because it ultimately would mean fewer jobs for their members. But featherbedding practices, by the unions or the manufacturers, should not be allowed to deprive the nation of a new concept that appears to have great promise. The United States, in these times, can no longer be profligate with its assets.

Empty airline seats make about as much sense as keeping auto production lines busy by turning out cars endlessly and dumping unsold ones in rivers and lakes.

STELLA G. WHITE

# Getting Under a Person's Skin

"Greater love hath no man than this, that a man lay down his life for his friends."—St. John 15:13.

Recently a white friend visited in a city in a nearby state. She had been ordered by her doctor to walk at least three miles a day. After dinner Ann began her walk. Her husband trailed her in his car, because streets in most American cities, sad to say, have become unsafe for evening walks.



STELLA G. WHITE

As she neared the half-way mark, Ann became aware of a car trailing her husband's car. She thought this strange but continued her pace. About the same time her husband began to observe the car, watching it with a wary eye.

He slowed down more to see what the other car would do. He saw that a Negro woman was driving. She seemed to be the lone occupant.

ANN'S HUSBAND decided that the best thing to do was to continue to keep the "suspicious" car as far from Ann as possible. He knew she had to take these walks and he didn't want to alarm her.

For a few more blocks the two cars maintained their respective positions. Ann walked on.

Fear stalks many people. When the suspected person's color is other than white, panic usually takes over. Unfortunately the color of a person's face has become the criterion for evaluating his or her intent, character and purpose for being. Extremists use this to fan the flames of hatred and distrust. It makes many people of good will become shaky. Fear begets misunderstanding, re-

sulting in a widening of the gulf between the races.

All of a sudden the Negro woman accelerated her car, quickly pulled out to the left and speedily lunged forward, placing herself between Ann and her husband's car.

The Negro woman pulled to the curb. In a flash she was out of her car and at Ann's side on the sidewalk. Ann's husband died a thousand deaths; he expected the worst—assault, robbery, kidnaping, shooting, stabbing.

ANN OF COURSE was startled by this black face suddenly appearing. The Negro woman said, "Sorry, I didn't mean to frighten you. But I have been watching that car follow you for some time. I was afraid that you were being annoyed by that man. There is an alley just around the next corner where at least two women have been molested. I came to your rescue since you are alone and that suspicious man kept following you."

Ann recovered her breath. "Thank you so very much. You see, I am under doctor's orders to take these long walks each day. Since the streets are not safe my husband was trailing me in his car."

By this time Ann's husband had rushed to her. Three embarrassed people stood there, all talking at the same time, each trying to explain his or her position. Ann's husband uttered apologies and thanks.

The Negro woman turned to leave. Ann's husband at least wanted to offer her money for being so kind. "No, thank you," she said. "We are each other's keeper. I only did what I was supposed to do when I think a fellowman is in need. Goodbye."

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