



WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON
Consolidated Features.—WNU Release.

NEW YORK.—Mrs. Lillian M. Gilbreth of Montclair, N. J., is the mother of 12 children, holds six college degrees and is a distinguished engineer. In the various moves to bring women into war work engineering, including the present forum of the American Society of Mechanical Engineers at Rochester, Mrs. Gilbreth is busy and prominent. Her sixth child was born when she was getting her Ph.D. at Brown university. I asked her a few years ago if it wasn't quite an engineering problem, running a house with 12 children. She said that was proof enough for anybody that women could be, and were, good engineers.

Her degrees, in literature and engineering, are from the University of California, Brown, Michigan, Rutgers and Russell Sage college. She shared the study and practice of her husband, Dr. Frank B. Gilbreth, an eminent engineer, and when he died, in 1924, picked up his work as well as her own, chiefly in the field of industrial motion study, and in combatting drudgery, inefficiency and waste in factories. She believes that tools are liberating instruments if used intelligently and the frankenstein of modern machinery can be neatly and nicely domesticated. Women, she thinks, can be a great help in this—as well as in winning the war.

She is a brisk and personable lady, 63 years old, born and reared in Oakland, Calif. As a consultant in factory processes and organization, she stresses the fact that her methods involve no "speed-up" plans.

WE ONCE knew an illustrious and talkative citizen, an authority on nearly everything of public interest, who came to grief when his ghost suddenly appeared in **Assembles Spare Parts for Wizard** and died on him. In truth there never really had been any such person as he was supposed to be. He was a synthesis of this hired alter ego and when the ghost died the great public man became quite inarticulate and helpless. Before long he was utterly forgotten.

Henry J. Kaiser, the cargo plane and ship wizard, has a ghost but need have no such worries. He can say his say effectively and it is merely in the interest of his famous super-efficiency that he has Philip H. Parrish, editorial writer of the Portland Oregonian, writing his speeches and statements for him. It might mean a loss of a half dozen ships if Mr. Kaiser took time out to write speeches. Mr. Kaiser can lay the keel of a sentence or a speech as simply and soundly as the next man. Mr. Parrish, one of the best wordsmiths in the business, assembles the various parts and brings through the superstructure, all shipshape and in jigtime, and it's all authentic Kaiser.

As to transportation, Mr. Parrish started away back of scratch, several years ago, with a book, "Before the Covered Wagon." He is a fast worker and moved on handily into the cargo plane era, with Mr. Kaiser and, in charge of the editorial page of the Portland Oregonian, made his typewriter crack steam-riveter blows in the build-up of the master shipbuilder. Everybody out that way knows him as Phil Parrish, turning in a professional talent of high order to help win the war. Having started newspaper work in Olympia, Ore., on the Morning Olympian he catches in nicely the quite uniformly Olympian stride of Mr. Kaiser.

Mr. Parrish is 46 years old, a native of Constantine, Mich., educated at the Oregon State college and the University of Wisconsin. In Portland, he worked first as a reporter on the Journal and then worked on through virtually every editorial post on the Oregonian. He takes the long view of Oregon and the nation, as disclosed in another successful book of his, "Historic Oregon." He is married and has one daughter.

SIR EDWIN L. LUYTENS, venerated and distinguished British architect, takes over the job of putting London together again, under the mandate of the Royal academy, of which he was elected president in 1938. Not only will he restore the bombed areas, but he will tear up the old hang-overs of hit-or-miss development and bring through a modern city, along that old line of Roman, Saxon, Norman, modern growth. He designed the British embassy at Washington and many other great government buildings.

Washington Digest

Aviation to Revolutionize America's Living Habits

Civil Aeronautics Administration Provides Necessary Impetus; New Developments to Have Social as Well as Material Effect.

By BAUKHAGE
News Analyst and Commentator.

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One thing the war will produce, upon which there is general agreement, is national air-mindedness. And there will be basic changes in the living habits of the nation, produced by development of the airplane, as great or greater than were produced by the automobile.

The automobile and the good roads which made its use possible revolutionized small town life. The airplane, according to the experts who manage to snatch a moment to think beyond bombers and fighters to passenger and cargo planes, is going to change big town life and perhaps something far more important—small-world life.

Recently I had a long chat with one of the men who heads up a plant that is turning out planes for Uncle Sam. That is a fulltime job. But he is a dreamer, too, and the moment he gets a chance to lean back and think out loud about the future, he paints an epic picture of the skyways of tomorrow.

"What the roads did for the automobile the airfields will do for the airplane," he said to me watching imaginary airplanes in a blue cloud of cigar smoke. "We now have 25 times as many airports as we had before the war. They are in many remote places. Those places won't be remote any more."

Nest for Warbirds

When he said that I couldn't help recalling a trip I made recently on a special plane across the country. Because we were going to see a lot of airplane secrets anyhow, we were permitted to "look"—I mean by that, the curtains weren't drawn as they are in all ordinary passenger planes these days. I won't reveal the details of what I saw, of course, but I can tell you it was hard to believe. Suddenly in the midst of nowhere the runways of a field below would be visible. A few miles away I could see automobiles or railway trains moving along like bugs or worms. I knew the passengers were looking at the landscape as they passed. But plain and hill and river were all they could see. Just out of their range of vision there would be a busy airport. Only warbirds nest on it now, but some day commercial planes will rise from these thousands of tiny intersections in the sky routes that will lace the world together in a tiny ball.

The way these dots on the air map have increased is incredible. The Civil Aeronautics Administration's first airport program got under way in 1941 with 385 defense landing areas designated for construction or repair. There were 282 new airports by the end of 1941 as well as 46 new seaplane bases and anchorages. The significant increase in landing fields since then is, of course, a military secret. At the beginning of 1942 there were 2,484 airports in the country, of which 1,086 were municipal institutions, 930 were commercial. That in itself is significant for it shows how communities themselves pushed forward to open their skygates without waiting for a commercial organization to do the job. The rest of the nearly twenty-five hundred fields were army and navy, emergency or miscellaneous; 30 were private.

Airport Development

Meanwhile, with the aid of the CAA laws were drawn up in many states which in the year 1942 resulted in the passage of 42 separate acts by state legislatures designed to provide municipalities or counties or other political divisions with authority to cure defects in or develop airports. Ten states passed acts to acquire land and construct facilities and operate them. Some states built flight strips beside highways from unclaimed aviation tax refund money. All this shows how aviation was becoming a part of the national political consciousness.

During this time one of the problems of the air that few people, even those who constantly use air travel, realize, increased—the traffic problem. As one pilot expressed it to me, speaking of a field where he learned most of his flying: "Our traffic problem there was a lot more complicated than the one on Times square in New York city."

It is easy to see why. Consider that the block system on the rail-

ways is divided into one-mile sections; that is, a train is warned a mile ahead of the block in which there is an obstruction to traffic. In the air a comparable block is now 15 miles. When the cruising speed of the commercial planes goes up the block will have to be increased. Traffic control is regulated by a federal airways system. In 1941 it was extended to the point where it separated and controlled traffic from 14 centers, established by the Civil Aeronautics Administration. Over a million and a half aircraft operations were recorded in that year.

The increase in speed which military developments in airplane manufacture have brought about will have a social as well as a material effect.

Cruising—At 400

"Think back," my air-minded friend said, "to World War I. Our maximum speed of war planes was about 180 miles. Today, 180 miles is the cruising speed of our commercial planes. Today our fast warplanes make much more than 400 miles an hour. Let's be conservative and say that in 1965 our commercial planes will be cruising at least 400 miles.

"In my opinion we will race the sun from New York to Los Angeles and not do a bad job; leave New York at noon and be in Los Angeles at 4 p. m.—their time.

"Going in the other direction, leave New York at 5 p. m., get to London for breakfast. Leave London at eight in the evening and get to New York in the morning."

It is easy to see that when London, New York and Los Angeles are that near together in terms of time, they will be that much nearer together in terms of thought—in habits, customs and understanding. There can be no distant places, in the natural course of existence, Americans on business or recreation will move through Singapore, Tokyo, Buenos Aires, Rio, Moscow and their citizens will be a part of our cities.

When it comes to the makeup of our own towns, large and small, it is easy to see what will happen when a normal daily commuting distance to work will be stretched to a hundred miles. The residential area of cities will fan out in monstrous circles. There will be a much more general admixture of viewpoint and attitude of city and country, of community and community. The melting pot of America will produce a much more homogeneous broth of humanity. And it will temper the world.

'Austerity' Luncheon

Makes Lasting Impression

My friend from Australia dropped in suddenly in an army bomber the other day, as friends have a way of doing these days. His business has kept him in Australia many years. He likes the folks "down under" and he's doing a good job for our soldiers there and for Uncle Sam now.

"Australia is not fighting a total war yet," he said, "but she's a darn-site farther along than America. We haven't started," he told me.

"Because," I suggested, "we didn't get the scare they got and are still getting."

"Yes," he said. "Nobody expected the Japs to try to get and hold Australia, but they did fear that if there wasn't adequate protection the Japs could bomb Australian cities and the big war plants all along the coast and put them out of business."

The thing he seemed to feel that had made a great impression on the "austerity."

"Take the austerity luncheons and dinners—that is what they are called," he said. "I invited an American Big Shot to lunch. I gave him the menu. He said: 'I'll take a dozen oysters.' 'All right,' I told him, 'that will amount to three shillings and will leave you sixpence, which is enough for a cup of coffee.'"

It seems that you can buy just so much, no more. You can spend 65 cents for lunch and 85 cents for dinner. You can have your luxuries, but it doesn't leave anything over.

And instead of a limit on income of \$25,000 a year which has been suggested here; after taxes are deducted, \$10,000 is all that is left.



Best Food Storage in Outdoor Cellar or Cave

Storeroom Style Depends On Contour of the Land

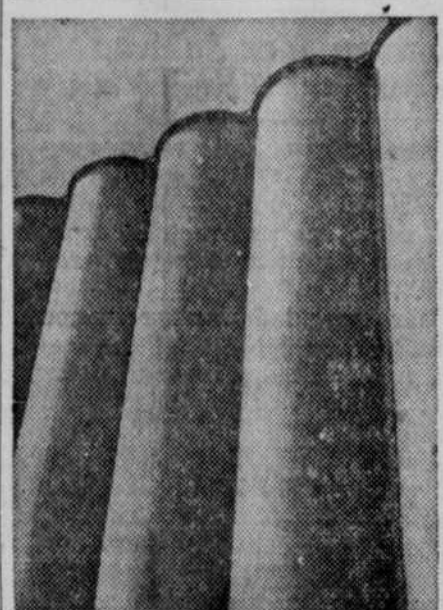
The most nearly ideal food storage space on the farm is the outdoor, underground cellar or cave.

It is set all or part way into the ground, banked over with earth, floored and lined with masonry, and fitted with one or more ventilators for air movement. This type of storage provides the best natural conditions for canned fruit, pails or other tightly covered containers, as well as for whole fruits and vegetables. It also serves as a storm cellar for the farm family.

In some areas the bank cellar may be the best solution to the storage problem this fall. The bank cellar belongs on rolling ground. The lower part is masonry construction and is set back into the sloping ground. The upper part may be made of lumber, insulated in the upper walls and roof with sawdust or commercial insulation.

Another useful storeroom—and usually the simplest and best for the home with finished basement—is the special storage room in the basement.

A small room space, five or six feet wide and as long as may be



Hundreds of grain elevators similar to this one at Grafton, Ohio, are holding grain from thousands of farms across the nation.

needed, is separated from the rest of the basement by a tight wall. A door is fitted into one of the partition walls. At least one outside window is needed so air circulation can be maintained and the temperature controlled to some extent. It is important that the basement room be insulated overhead and in the partition walls to cut off all possible heat transfer from the basement or from the room above.

Agriculture in Industry

By FLORENCE C. WEED

Wormseed

In one corner of Carroll county in the state of Maryland, farmers have been growing Wormseed for more than 100 years. Western farmers would likely not even recognize the plant if they saw it growing, although in its uncultivated state, it can be found in weedy areas over the entire country.

From Wormseed is distilled "Baltimore oil" or wormseed oil which is used in the manufacture of disinfectants and sprays, in paints and lubricating oils, in the treatment of hookworm, and as a vermifuge for cattle.

The plant is an annual which is sown in seedbeds in the early spring. In June, when the plants are six to eight inches high, they are set out in the fields, either by hand or with a mechanical planter which digs a small trench, drops the plant and waters it, then covers it with soil, all in one operation. The usual rate of planting is 3 feet by 14 inches, making about 2,400 plants to the acre.

Frequent cultivation keeps the weeds down until the plants ripen and the seeds turn brown and black. The plants must be harvested at just the right time, when not too green to have a high content of ascaridole, and not ripe enough to shatter. After curing several days, the plants are hauled to the still and made into oil.

Farm Lease Essentials

In farm leases, essential points are the date when the lease is drawn, the beginning and ending of the farm lease term, method of renewal or extension, accurate description of the real estate and other property affected by the lease, reservations such as right of landlord to enter to inspect the property and make improvements, and, finally, a definite and agreed price of rental and the time and manner of payment.



By VIRGINIA VALE
Released by Western Newspaper Union.

FRED ALLEN and **Portland Hoffa** aren't going to have to worry about meat rationing if the public does as well by them this year as it did last. The star of the Sunday night oil program received gifts of meat from two governors—a smoked ham from the governor of Tennessee, a turkey from Governor Johnson of Kentucky, another ham from the University of Missouri, a roast pig from Iowa State college, a barrel of oysters from Johns Hopkins, and hundreds of other gifts, ranging from a bucket of West Virginia coal to a bottle of laughing gas!

Joel McCrea's a life member of the Officers' Club of Gardner Field, Calif. Recently, when buying cattle in that vicinity, with the thermometer at 110, he visited the camp and learned that the men were trying to raise money for a swimming pool. A Bing Crosby golf match had



JOEL MCCREA

raised part of it, a Victory Committee show had helped, but they still lacked \$2,000. McCrea said he couldn't sing, dance or play golf to raise money, but he could write a check—and did. "You'll be seeing him soon in 'Great Without Glory.'"

Harry Carey's been in dozens of range wars in the movies; now he'd like to take part in one. Cattle thieves have been butchering beef belonging to a neighboring rancher and selling it to the black market; the neighbor, like Carey, raises cattle for the government. So, though Harry is busy in "Air Force" at Warner Bros., he's been oiling a couple of his shooters and planning action.

Fred MacMurray's added himself to the list of Hollywood farmers; he's the owner of 800 acres in northern California, which will be used for farming and cattle raising. He's slated to do "Above Suspicion" with Joan Crawford, for Metro, as the one outside picture Paramount lets him make each year. The story of a professor and his wife who act as British agents on the continent, it had been intended for Powell and Loy.

Director Richard Wallace just doesn't like plane crashes, since he was a near-victim in one in 1935 that cost five lives. So you won't be seeing the crackup scenes in "A Night to Remember," with Brian Aherne and Loretta Young, that the author put in.

One of the best of our radio shows isn't heard in this country except by the studio audience. It's "Mail Call," the war department's service show which is recorded and short-waved from CBS' Hollywood studios to service men in all parts of the world. A recent program, staged before an audience of service men, included Ames 'n' Andy, Claudette Colbert, Joel McCrea and Betty Jane Rhodes.

In 1918 Leo McCarey wrote a song entitled "Keep Up Your Chin," but the Armistice was signed the day it was accepted for publication, and war songs were out. Now along comes another war, and the song's part of the musical score of "Once Upon a Honey-moon."

It sounds almost too pat. Dick Davis, playing a Norwegian in Warner's "Edge of Darkness," heaved a Nazi storm trooper over his head, cracked the heads of two others together, fought through a mob of them, raced 50 yards and dove off a pier. When he swam back to the beach Director Lewis Milestone called to him: "Your wife phoned that your draft board has classified you; you're 4-F—physically unfit!"

ODDS AND ENDS—Deanna Durbin will sing "Rockabye Baby" with Chinese lyrics in "Forever Yours"; Brenda Marshall and her husband, William Holden, are giving their Rhodesian Lion dog to the government for army service; . . . Jane Wyatt spent two days in a Los Angeles hospital learning nursing technique for her role in RKO's "Army Surgeon"; . . . We hear that Melvyn Douglas, turned down twice by the army, will try again when he's finished "Three Hearts for Julia"; . . . Gregory Ratoff is bringing Mae Busch back to pictures; she has been east in "Something to Shout About."

PATTERNS SEWING CIRCLE



IT IS the military air—in the double row of buttons down the front—which gives this young frock its glamour! The same feature makes the dress a practical one, for little girls can get in and

out of it unaided. Clever piecing gives the frock a full swinging skirt.

Barbara Bell Pattern No. 1647-B is designed for sizes 2, 3, 4, 5 and 6 years! Size 3 years requires 2 yards 35 or 39-inch material. 1/2 yard contrast for collar and cuffs.

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Warship Had Stained Glass

HMS Repulse, which was torpedoed and sunk by the Japanese in the South China sea in December, 1941, is believed to have been the only warship in history that had a stained-glass window in its chapel.

Can You Win Freedom From Constipation?

Too many folks go on suffering from constipation when there's no need in the world for them to do so! Why? Simply because one of the commonest causes of constipation is lack of "bulk food" in the diet. In such cases, cathartics and purges can give only temporary relief! If this is your trouble, you can expect lasting relief from constipation—simply by eating KELLOGG'S ALL-BRAN daily. This crisp, delicious cereal supplies the "bulk" you may need—gets at the cause of your trouble and corrects it. Start eating KELLOGG'S ALL-BRAN today and drink plenty of water. See what a wonderful difference it makes when you correct the cause instead of trying to "remedy" the result! ALL-BRAN is made by Kellogg's in Battle Creek. If your condition is not helped by this simple treatment, it's wise to see a doctor.

Identifying Wood

A number of species of wood, under microscopic examination, are easier to identify in the form of paper than in the form of saw-dust.

ASK ME ANOTHER? A General Quiz

- The Questions**
1. A harp usually has how many strings?
 2. Regular army khaki is made of what?
 3. The combining form "xylo," as in xylophone, means what?
 4. How old was Ludwig van Beethoven when he started to lose his hearing?
 5. What are the most widely used given names in the world?
 6. In which ocean is the international date line established?

- The Answers**
1. Forty-six.
 2. Cotton.
 3. Wood.
 4. Twenty-eight.
 5. Mohammed and Mary.
 6. Pacific.

EASY WAY TO OPEN STUFFY NOSTRILS DUE TO COLDS MENTHOLATUM

When a cold starts, nose feels miserable, spread Mentholum inside each nostril. Instantly it releases vapor "Mentholums" that start 4 actions: 1) They thin out thick mucus; 2) Soothe membranes; 3) Help reduce swollen passages; 4) Stimulate nasal blood supply. Every breath brings quick relief! Jars—30¢.

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