## Postwar Air Freight To Be Within Reach of Every Farmer and Every Community of the Entire Country

## Trained Pilots and Plenty Of Improved Planes for Everyday Needs of All

By Walter A. Shead WNU Washington Correspondent.

How about having those spare binder parts dropped in your farm lot by parachute? Or how about calling up and having a flying ambulance deliver you to the nearest hospital for that emergency operation?

Or if you are in a hurry for that order you placed, call up and have them deliver it at your gate by helicopter. Ridiculous, you say. Well, not so ridiiculous as you may think, for the amazing progress of air transportation during the war is reflected in these very practical steps for a new horizon for commercial operations as soon as peace permits.

As a matter of fact, the Civil Aeronautics administration in the department of commerce has on file at this moment applications for these and many more new types of civilian air business and these applications afford a stimulating picture of what the plane may soon be doing to advance new progress in American life and manner of liv-

Old and new hands at the flying game, including many veterans still in uniform, have formed enterprises now simply waiting for the official green light to serve the public in many ways that would have been thought ridiculous or visionary a few years ago. For instance, some of the applications include:

Flying ambulance and funeral planes . . . armored airships for safe dispatch of currency and other valuables . . . delivery of new automobiles by huge glider trains . . tank planes for shipment of gasoline, oil and other liquids . . . bus and taxi service . . . deliveries of medicine, food and of other department store merchandise . . . "flyyourself" systems . . . sightseeing specialists . . . pick-up or delivery by parachute . . . and many others.

These projects are in addition to applications for wide extension of service into new territories sought by existing airlines and the entry of others into the fields of feeder, pick-up, general express and cargo business.

Applicants for certificates for these new enterprises cover the whole range of people who have been stirred to action by faith in the future of air transportation. In the active dockets of the department are the names of companies and individuals with experience in transporting persons and property by air. There are others who have had equally broad background in transportation by steamship, bus, taxicab and truck and there are still others, such as department store owners, who are obviously strong in financial resources, but who have never, perhaps, even delivered their own parcels.

Then there are the embryo airline magnates, like the man and his wife who want to start an air freight line between Los Angeles and New York, and for specifications for their fleet, submitted colored cutouts of a Liberator bomber from a Sunday supplement. As a matter of fact, practically all the applicators state in more or less apologetic terms that the applicants have no planes with which to start business. But since practically none will be available until after the war, they are all on an equal basis from that

The group of applicants who look | T. W. Lanier of El Paso, Texas,



Photo shows a record shipment of penicillin, nearly 3,000 pounds. This is just one of the many items that will be handled almost entirely in postwar era by the new and existing taxi and air freight lines.

with greatest sympathy are the soldiers and sailors, some already discharged veterans and others ready and Arizona. to take to the air as soon as they are discharged.

Of the 350,000 military pilots which the war has produced, the majority who plan to make aviation their career, see their future as pilots for established airlines. There are, however, many who want to start their own business . . . nothing fancy, understand, maybe just a local feeder line. There has been as yet no breakdown to learn just what percentage of the applications already filed are by servicemen, but the percentage is high. A typical one is the application filed only a few days ago by Lt. James Walker Case of Sutter Creek, Calif., 28year-old navy flier. Lieutenant Case wants to start a business flying persons and property to all parts of California and Nevada in the most suitable available aircraft, just as soon as the navy lets him go.

Taxi Rural Service.

There is also the Norsemen Air Transport company, which turns out to be several servicemen who want to continue their war association | ized forces with fuel by airplane establishing feeder airlines throughout New England.

Many of these projects may never see the light of day, but there are applications like that of Lt. Col. John C. L. Adams, who before being called back to his regular army job when war came, organized and operated an extensive air service in Panama. He wants to start a sightseeing business with helicopters or light planes, fanning out in various scenic routes from Cristobal and Balboa. Until he can start work sans uniform, his wife, Alberta, is

getting things lined up. Then there are also a number of women who plan to start airlines on their own. Some of them, judging from their application papers, have already had successful careers in other lines of business. There is Angeline Harris of Rutherfordton, N. C., who proposes to start a scheduled mail and passenger service linking the smaller towns in North Carolina, Tennessee and Virginia, using either helicopters or light conventional planes. She proposes to land on postoffice roofs or the

nearest available vacant lot. Mrs. Winifred Lucy Shefferly of Detroit, proposes to run a helicopter taxi service in Michigan and Mrs.

toward peacetime flying business | proposes to begin with transport of with the keenest anticipation and mail and later of persons and toward whom official eyes will look | property on two circulating routes covering hitherto none too accessible places in Texas, New Mexico

The proposed air ambulance service, no doubt, had its inspiration from the remarkable operations in evacuation of wounded by the air transport command of the army and navy and the airlines under contract with them. Two applications for this service now on file with the C.A.A. are by long-established undertaking firms, who plan to use the airplanes either as missions of mercy or for burial. One of them is Shannon's of Fort Worth, Texas, who proposes to operate a helicopter ambulance or hearse from their city to or from any points within 600 miles; from within that radius to any place in continental U.S. or from anywhere in the country to within that circle. An exactly similar application is on file from W. C. Croy of Poplar Bluff, Mo.

Julian Bondurant's Armored Motor service of Memphis would en large his operation by use of air planes throughout the south an southwest "on call and demand."

The fabulous supply of our moto the dash across France and els where, probably influenced H. Moul, president of Coastal Tar Lines, Inc., of York, Pa., to file a application to supplement his fle of 175 trucks with flying tankers. H ships would carry 3,500 gallons any kind of bulk liquid commodit in compartmentized tanks through out the United States and to Alaska, Canada and Mexico.

Autos by Air.

Delivery of jeeps and trucks by airplane to the battle lines unquestionably gave T. P. Geddes of the Automobile Air Freight corporation of Detroit, the inspiration for similar operations in peacetime. Before the war his firm was reputed to be the largest deliverers of new automobiles in the world, by steamship on the Great Lakes and by the wellknown super-trucks. Their lake vessels the year before the war transported 180,000 cars. Now their concern proposes to do rush orders on the same job with huge cargo planes and glider trailers. They seek a certificate to transport automobiles from the middlewest to anywhere in the United States and to bring back general cargo to that area.

Department store deliveries with the helicopter as the favored vehicle is proposed in dozens of applications Inc., of Washington, D. C., and the cities and would also seek to serve comeback: their customers in smaller cities at greater distances.

E. J. McKeown, president of the copters in the transportation of per- you?" ishable foods, flowers, drugs, medicines and medicine ingredients. A of the Fish Airlines corporation, headed by Charles J. McGowan of New Bedford, Mass., which would emphasize rushing sea foods from Massachusetts and Rhode Island to fishless regions of the country.

Plane builders have demonstrated that there may be a plane built for every purpose, that has been their record in wartime. And with plenty of skilled operators available, also as a result of the war, it remains to be seen whether or not the Ameritechnique will be available in peace time and regularly routed commer- can public is really ready to try cial planes are expected to drop and pick up packages while on the wing. its wings when peace comes.

Taxi Firms to Start Air Helicopter Service

Drawing shows plane in full flight picking up mail sack. The same

A number of long established taxi- | tion, who furnishes limousine serv- | bow Bridge national monument in cab companies, such as Frank Sawby helicopter. This field too, has its tors, who for years have transported | film stars on the west coast. passengers between airports and downtown districts, stand ready to perform the same function with helicopters. One of them is John P.

ice between LaGuardia airport and Utah and Canyon de Chelly national yers' Checker Taxi of Boston, have the Airlines Terminal building in monument, Arizona, by airplane, applied for general air taxi service New York, and the other is Joe Ferrant's Airdrome transport which specialists for at least two opera- would be at the beck and call of

William Edward Hann of Detroit, proposes to replace horses by airplanes in the sightseeing field. He has filed application to make it pos-Carey, president of the Grand sible for saddle-shy tourists to see Central Cadillac Renting corpora- Grand Canyon National park, Rain- months following V-J Day.

There are scores of other applica-

tions now on file and more are coming in daily for new businesses, new and novel enterprises with the use of airplanes. As of the first of June more than 600 such applications were on file with the Civil Aeronautics board. This number will be increased at a rapid rate during the



WHO have been the best comedians baseball has known in the last 40 or 50 years? This thought came bounding along after reading Al Schacht's merry and interesting tome known as "G I Had

Al Schacht is certainly one of the members of the king pin row. One

of the first of these was Crazy Schmidt, an unconscious humorist, who pitched for Cincinnati several decades back. Others include Arlie Latham, Rube Waddell, Tacks Parrott, Ping Bodie, Germany Schaefer, Nick Altrock, Sherry Magee, O'Neil of the Cardinals and

Dizzy Dean. There have been many others but these are the ones who still remain longer

Crazy Schmidt went out to pitch | hicle. with a glove, a baseball and a notebook he carried in his hip pocket. The contents of this book noted the weakness of every man he had pitched against-a high one or a low one-a curve or a fast one. As the batter came to the plate Schmidt would take out the notebook containing some 100 names to check on his weakness.

"What have you got written against Hans Wagner's name?" one of his teammates once asked.

"A base on balls," Schmidt said. Germany Schaefer was one of the stars in this field. He was then playing second base for Detroit. I recall a game years ago where Schaefer was playing in Cleveland. Around the third inning it began to rain. During the fourth inning it poured. Tommy Connolly was umpiring and Germany kept squawking to have the game called. Connolly refused.

When the fifth inning opened Connolly looked around and found Schaefer playing second base with high rubber boots, a raincoat, a Gloucester fisherman's hat and holding a big umbrella over his head. Connolly charged Schaefer with a roar and told him to remove his

deep sea make-up. Schaefer refused. "I have a very bad cold," he told Connolly, "which is now borof my rubber boots, my raincoat and my umbrella I will be in the hospital in less than two hours and I will certainly sue you and the league." Connolly called the game. Schaefer had a keen, quick wit

and could always draw a laugh. Waddell had the Athletics goofy by buying a mockingbird owned by the proprietor of a popcorn and peanut stand that had a whistle attached. All the mockingbird could do was wake up the entire floor shortly after daybreak by singing his only Just to go again for catfish song - the song of the peanut whistle, with an added screech.

Ping Bodie and Dizzy Dean

It was the immortal Ping Bodie with the Yankees who bought a parrot and spent weeks teaching said parrot to keep saying over and over-"Ping made good"-"Ping made good."

But after all, Dizzy Dean in many different ways was the top of them -outside of Schacht. Dizzy was loaded with pranks, as well as pretty homely wit.

There was the time in Florida when Dean had reported as a rookie from the Texas league. Jimmy Wilson the veteran catcher, began missing his silk shirts. Finally Jimon file. Perhaps the best known my caught Dean bedecked in one of firms include the Hecht Company, these garments and the idea of a raw rookie wearing his silk shirts William Filene Sons company of was too much to stand. He started Boston. Both would cover the met- in to bawl out Dirv when the ropolitan area surrounding their rookie stopped him cold with this

"Now wait just a minute, Jimmy," Dizzy said, "you wouldn't want the greatest pitcher baseball Producers Air Lines of Toledo, would has ever known to go around a use cargo planes, gliders and heli- month wearing a single shirt, would

Jimmy let him have the shirt. I was walking with Dizzy by a proposed plan of similar type is that | hotel in Bradenton one day when he said he had a phone call to make. He was gone some time. He finally came out wearing a wide grin.

"Well," he said, "I just called up Sam Breadon in St. Louis. I told him I had changed my mind about signing for any \$20,000. We had a long hot argument. He threatened to have me thrown out of baseball. We musta argued 20 minutes. Then I finally told Sam I had already signed and sent my contract in." "What was the idea in doing

that?" I asked. Dizzy grinned, "I had the charges reversed and it cost Sam \$43."

There was also the time on a blistering day in St. Louis, temperature 112, the crowd melting, when suddenly a wisp of smoke came up in front of the Cardinal bench. There sat Dizzy decked out in a heavy overcoat, warming his hands in front of a fire he had just built. And I still recall his classic remark after his arm was about gone when he was warming up for the Cubs to pitch a world series game against the Yankees.

"How you feeling, Diz," I asked "Well," he said, "I ain't what I used to be. But who in hell is?"



## 'CENTRAL, GIMME FLIVVER 6-828!

The auto to auto telephone is near at hand. The American Telephone and Telegraph company announces that it will soon be in operation together with house to car and office to car phone talks.

From the walky-talky we progress to the cabby-gabby.

After the war, possibly before, an automobile will have a telephone number. The wife will put in a call from the house and a buzzer on the dashboard will buzz.

Presto! The automobile becomes part car, part house, part office and part phone booth!

But if the boss can get you by phone that way it marks the end of the automobile as a pleasure ve-

One of the chief charms of an auto has always been that you could get away from it all. No matter what might happen, nobody could get you on the phone and, after you had pulled over into a sidestreet, say-"Sorry, I guess I have the wrong

Add the telephone call to the red light, the detour sign, the motorcycle cop and the federal car tax, and what have you got? Certainly not added comfort.

You are transforming the flivver into a phone booth with tire trouble and hot brakes.

Complications will be many once it becomes possible to link home sweet home with the beach-wagon and the imperial sedan by phone.

We await the new exasperations of "What auto are you calling?", "That sedan is busy now," "The flivver that called you has hung up," and "There's no such car in the

It will mean one more automobile gadget to be fixed, too.

sure when something goes wrong with the old bus whether to take it to a garage or to the telephone com-

We'll take a motorcycle-and no phone service!

THE GENERAL'S AMBITION

("I'd like to come back here some day and do some catfishing like in the old days."-General Eisenhower at Abilene.)

In the haunts of boyhood days-Just to watch the old cork bebbin' Where the big one often plays. . .

Far from wars and consultations Far from the plot and counterplot With no hard looks or suspicions Anywhere around the spot. . . .

Just to get up feelin' rested, With no schedule for the morn, And no problem to be handled So no new wars will be born. Just to don a pair of jumpers And a shirt the worse for wear,

Not a thought of lords and rulers-Not a fast plane to be made-Not a word concerning Moscow, London, Berlin or Belgrade. . . .

With no stripes or bars or medals

And the day all free from care . .

Not a paper up for signing-No excitement and no glow TILL YOU SEE THE WATER RIP-

PLE AND A BOBBIN' GO BELOW!

Postwar Wonders Auto makers are displaying the new models. It is wonderful to be able to get a peek at the handsome new model you will have to go with-

Customer (after looking at a new auto model)-Very pretty. What year may I expect a demonstration?

out for another year or two.

And ODT Chief Johnson says there will not be enough new autos to satisfy the demand for three full years. We recommend Mr. Johnson for the office of Administration of National Joykillers.

Mean Weather Intermittent rain, I've learned. Which forecasts tell about, Is rain that stops when I go in And starts when I come out.

Vigorous Dramatic Criticism John Chapman thinks it might be a good thing if theater patrons let themselves go the way baseball fans do, registering their displeasure without restraint. We indorse the idea.

A careful inspection of the theater convinces us that not enough pop bottles are thrown during performances.

Harry Truman must feel pretty peeved at the fellows who said, "Go ahead and run for the vice presidency; it's quite an honor and it won't take any time or worry."

SEWING CIRCLE NEEDLEWORK Scallops Trim Junior Two-Piecer Tot's Dress for School or Play



Two-Piece Frock

A SIMPLE and very pretty two-piece frock for juniors that piece frock for juniors that 21% yards of 35-inch fabric; 3 yards rie will capture many an admiring glance. Soft scallops make an effective finish on the figure-whittling jacket. A teen-age "must" for summer festivities.

Pattern No. 1354 is designed for sizes 11, 12, 13, 14, 16 and 18. Size 12 requires 3% yards of 39-inch material for the en-



defrosted in a few minutes by this method. Turn power off in refrigerator, remove ice cube trays, fill them with boiling water, and return them to place. Leave refrigerator door open during defrost-

When screws and bolts in implements or iron become rusty, soak them in gasoline for 30 minutes and they will come out easily.

Grass stains on white materials can often be removed by sponging with ammonia and water.

To save that last bit of shortening which clings to a jar container, fill the jar with just-under-boiling water. By the time the water is cold the shortening will have risen to the top and returned to its unmelted stage. Easily removed.

Resolve to go easy on the vacuum cleaner motor by emptying the dust bag after every use. Shake out the loose dirt, tie the bag inside out on the clothesline and let the breeze do the job thoroughly for you.

Clean wicker furniture by scrubbing it with a stiff brush and warm salt water. The salt keeps the wicker from turning yellow.

Scrub carrots with a stiff brush. It is easier than scraping or paring and saves vitamins and minerals as well.

When washing windows, use an up and down stroke on the outside, and the side to side stroke on the inside. This way, you can easily determine which side needs more polishing.

Your little girl's dress can be given a professional touch, quickly and easily, if you use pretty handkerchiefs for trimming. Two, which are alike, will be needed for each dress. The handkerchiefs may be edged with lace, embroidery or have colored hems. Perhaps they have only embroidered corners. Cut and use for collars, cuffs and the little pocket tops. They make a dainty and practical

Pattern No. 1322 is designed for sizes 3, 4, 5 and 6 years. Size 3 requires rac for trimming. Due to an unusually large demand and current war conditions, slightly more time is requided in filling orders for a few of the most popular pattern numbers

checks or polka-dots, and trim

with bright ric rac.

Send your order to: SEWING CIRCLE PATTERN DEPT.



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